

V00826 001  
850117-850221 AGENDA/MIN  
198512

OPERATION & WORKS COMMITTEE MG.D

MOMAT DEVELOPMENTS INC.

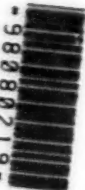
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CITY OF MISSISSAUGA  
RETURN TO CENTRAL RECORDS  
BOX LABEL



-V00826-

LOCATION LABEL



-98080219-



Thursday, January 17, 1985

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 17, 1985 AT 9:30 A.M.

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman  
John Rogers, Vice Chairman  
Councillor D. Culham  
Councillor D. Cook  
Councillor H. Kennedy  
Christopher B. Gauer  
June M. Hayden  
E. Allan Hignell

PREPARED BY: Clerk's Department  
DATE: January 14, 1985

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS  
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD  
TO ANY ITEM ON THE AGENDA.

15C/145C



INDEX, PUBLIC WORKS COMMITTEE AGENDA, JANUARY 17, 1985

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.04.05	Newspaper Collection Locations and Newspaper Recycling Program - Mrs. Angie McMahon of Buscombe and Dodds
2.	F.05.04.05	Newspaper Pickup - Recycling
3.	F.05.03.01	Snowplowing of Culs-de-Sac
4.	F.02.07	Duplication of Street Names
5.	A.00.02.01 F.06.04.01	Revision to City's Walkway Policy
6.	J.05.84042	Alternative Street Lighting - Paracon
7.	F.06.02.01	Alternative Street Lighting - Airport Corporate Centre
8.	F.02.07	Street Naming Confusion - Bough Beeches Boulevard
9.	T-82024 T.84005 F.02.07	Proposed Street Names
10.	F.02.07	Duplicate Street Names - Fowler Drive
11.	B.05.194.02 F.02.07	Naming of Private Road - Peel Condominium #194
12.	T-81018 F.02.07	Request for Approval of Proposed Street Name - Ridgeway Drive
13.	F.02.07	Proposed Street Names - Request from Mr. T. Bartholomeusz
14.	F.02.07 T-75144	Proposed Street Names - Request from Z. Skira and Associates Ltd. (Drew Road Development, T-75144)
15.	F.02.07	Proposed Street Names - Request from Councillor L. Taylor
16.	F.02.07	Proposed Street Name - Nablus
17.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 17, 1985  
COMMITTEE ROOM A AT 9:30 A.M.

A G E N D A

DEPUTATIONS:

- A. Mrs. Angie McMahon of Buscombe and Dodds - Re Item 1
- B. Representative of Ronald Gayowsky Ltd., on behalf of York Hannover, Crouse-Hinds - Re Item 7

MATTERS FOR CONSIDERATION:

- 1. On September 20, 1984, the Public Works Committee considered a report dated September 13, 1984, from the Commissioner of Engineering and Works, on the use of grocery stores as newspaper collection locations and the newspaper recycling program operated by Buscombe and Dodds, in conjunction with Dominion Stores Limited. In accordance with the Committee's request at that time, Mrs. Angie Lee of Buscombe and Dodds, is expected to attend the meeting to provide further details of her company's proposal and to suggest one or two locations in Mississauga where the system could be tried.

F.05.04.05  
DIRECTION REQUIRED

- 2. Report dated January 11, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding newspaper pickup and recycling. Mr. Taylor advises that the following amounts of paper have been picked up by our Contractor and recycled:

1983 - January to December 31	94.96 tons
1984 - January to December 31	1148.09 tons

Mr. Taylor states that there are also special pickups by the Boy Scouts and the Mississauga Clean City Group. The Mississauga Clean City Group picked up 126.5 tons in 1983 and 194.63 tons in 1984. The total collected by the Boy Scouts was not available.

Mr. Taylor recommends:

That the report submitted by Mr. W. P. Taylor, Commissioner of Engineering and Works, dated January 11, 1985, with respect to newspaper pickup and recycling, be received.

F.05.04.05  
RECOMMEND ADOPTION



January 17, 1985

3. Report dated January 11, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the snowplowing of culs-de-sac. This report was prepared in response to a memorandum from Mayor McCallion dated January 7, 1985. In his report, Mr. Taylor outlines various problems and complaints which result from snowplowing in culs-de-sac, as follows:

- (i) greater percentage of driveways at dead end of cul-de-sac
- (ii) plow snow in initial run to clear streets, then go back in a day or so with front-end loaders and load snow to centre of court
- (iii) residents think the City should provide haulage, snow removal, in culs-de-sac
- (iv) increase in number of culs-de-sac in new subdivisions - culs-de-sac are popular place to live - philosophy is that people think they are quieter, not so much traffic

Mr. Taylor concludes that notwithstanding the increasing number of culs-de-sac constructed each year, the level of service has remained unchanged.

Mr. Taylor recommends:

That the report submitted by Mr. W. P. Taylor, Commissioner of Engineering and Works, dated January 11, 1985, with respect to snowplowing of culs-de-sac, be received.

F.05.03.01  
RECOMMEND ADOPTION

4. On August 8, and again on September 20th, 1984, the Public Works Committee considered a report dated July 31, 1984, from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the duplication of street names in the City of Mississauga. Mr. Taylor's report was in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

The Committee will review with the Ward Councillors, street name duplications in Wards 1, 2, 3 and 9.

F.02.07  
DIRECTION REQUIRED

5. Report dated January 2, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a revision to the City's Walkway Policy. Mr. Taylor advises that as part of the City's Walkway Policy, (copy attached) as adopted by Council in June, 1980, Standard No. 4 states that walkways are "to be located on the driveway side of adjacent lots, and house walls facing walkways be windowless". Mr. Taylor states that since that policy was adopted, his office has received numerous complaints from developers, builders, and



January 17, 1985

item 5 continued...

architects indicating that the second part of this standard (i.e. house walls facing walkways, be windowless) is generally too restrictive. When this policy was adopted, Council determined that all walkway fencing should be six feet (1.83m) in height instead of the previously acceptable height of four feet (1.2m), Mr. Taylor feels that this fencing height increase, together with the commonly required screen planting, will adequately deal with the previously reported problems of "broken windows" and "reduced privacy." Mr. Taylor now advises that his Department can support the opinions of the developers, builders and architects and can recommend that the comment requiring "house walls facing walkways be windowless" be deleted from the City's Walkway Policy, as adopted in June, 1980.

Mr. Taylor recommends:

- (a) That "house walls facing walkways be windowless" be deleted from Standard No. 4 of the City's Walkway Policy, as adopted in June, 1980.
- (b) That the Building Department be advised that notwithstanding what is indicated in Schedule C of various residential Servicing Agreements, the City will permit windows in house walls that face walkways.

A.00.02.01

F.06.04.01

RECOMMEND ADOPTION

- 6. Copy of a memorandum dated December 11, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, addressed to Councillor D. Culham, regarding alternative street lighting - Paracon. This report is in response to a memorandum to from Councillor Culham dated November 28, 1984 (copy attached) to Mr. Taylor.

Mr. Taylor advises that his Department has reviewed the Markham Hydro standard previously forwarded to him by Councillor Culham, and they do not agree with the installation.

Mr. Taylor further states that this type of installation has been used in the Heathwood Subdivision in Scarborough and in Markham. His Department checked with these two municipalities and found that Scarborough has had numerous problems and will no longer allow these lights. Markham has not taken over their first such installation and was unable to comment.

Mr. Taylor points out that this installation was proposed for the Lisgar district in Mississauga and his Department has investigated it thoroughly. Also, a prototype is available for examination in the Engineering and Works Department.

J.05.84042

DIRECTION REQUIRED

January 17, 1985

7. Report dated December 14, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding alternative street lighting for the Airport Corporate Centre. Mr. Taylor indicates that Ronald Gayowsky Ltd., on behalf of York Hannover, Crouse-Hinds, the street lighting manufacturer, and Stress Crete, the pole manufacturer, has presented a number of proposals to the City regarding the alternative street lighting in the Airport Corporate Centre. Mr. Taylor lists these proposals and recommends:
- (a) That York Hannover's proposal to install alternative streetlighting in the Airport Corporate Centre subdivision be approved on the conditions that the luminaires and pole manufacturer be to the approval of the City of Mississauga and Hydro Mississauga.
  - (b) That the mounting height be 12.2m (40 ft.)
  - (c) That the metal parts of the luminaire be anodized and not painted.
  - (d) That Crouse Hinds provide a prototype of the proposed luminaire to the City and Hydro Mississauga for their approval prior to production.
  - (e) That York Hannover agree to maintain a supply of two (2) luminaires of each type and two (2) poles at the respective manufacturers, which will be delivered to the City, at no cost to the City, within 48 hours notice for a period of ten years after the acceptance of the last streetlights in the Airport Corporate Centre Subdivision by the City.

It is expected that a representative of Ronald Gayowsky Ltd., on behalf of York Hannover, Crouse-Hinds, will be in attendance at the meeting.

F.06.02.01  
RECOMMEND ADOPTION

8. Report dated November 21, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding street naming confusion relating to Bough Beeches Boulevard. This report was prepared pursuant to an inquiry received in the Mayor's Office from an area resident over the difficulty encountered by an ambulance in locating her residence while responding to an emergency call. Mr. Taylor advises that this matter has been previously addressed, most recently in his report on duplicate street names. He further states that at the time the area residents concerns were raised, there were three discontinuous sections of Bough Beeches Boulevard (shown as 1, 2 and 3 on attached sketch).
- Mr. Taylor further advises that in discussions with the area representative, Councillor R. Skjarum, it was suggested that the installation of numerical direction signs at major intersections rather than the renaming of a portion of this roadway, could alleviate the confusion in this area, while avoiding inconveniencing approximately 240 residents.



January 17, 1985

item 8 continued...

Mr. Taylor recommends:

That signs depicting the sequence of municipal addresses on Bough Beeches Boulevard be added to the street name signs at the following locations:

- (a) Bough Beeches Boulevard and Rathburn Road East
- (b) Bough Beeches Boulevard and Rathburn Road East (3 locations)
- (c) Bough Beeches Boulevard and Fieldgate Drive (2 locations)

F.02.07  
RECOMMEND ADOPTION

9. Report dated January 10, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names for various locations in the City of Mississauga.

Mr. Taylor, in his report, lists the names submitted by three Developers, and details those names which have been approved by the various agencies for use.

Mr. Taylor recommends:

- (a) That John D. Rogers and Associates be advised that the following names have been approved and are reserved for their use in future developments:

Ampersand	Leisure
Beachcomber	Matilda
Buccaneer	Milkwood
Cartier	Monger
Chateau	Opal
Excalibur	Rebecca
Journeyman	Tradewinds
Lagoon	Trail Blazer
Lancia	Yorkshire

- (b) That Skira and Associates Ltd. be advised that the names GLEN OAKS and CHESBORO are approved for use in the Oak Glen Manors Development (21T-82024M).
- (c) That Ventro Construction Ltd. be advised that the name WINGED FOOT CRESCENT is approved for use in Development (21T-84005).

T-82024  
T-84005  
F.02.07  
RECOMMEND ADOPTION

January 17, 1985

10. Report dated December 3, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the duplicate street name of "Fowler Drive". Mr. Taylor advises that the conflict, wherein Fowler Drive, lying east of Erin Mills Parkway is discontinuous with Fowler Drive lying west of Erin Mills Parkway (see attached sketch), was addressed in the Engineering and Works Department's report on all Street Name Duplication and Conflicts within the City. The recommendation in that report was that the portion of FOWLER DRIVE lying west of Erin Mills Parkway be renamed. Mr. Taylor further states that this matter was reviewed by the area representative, Councillor D. Culham, who suggests that, based on preliminary discussions with area residents and the historical significance of the name "FOWLER", that consideration be given to retaining the name FOWLER west of Erin Mills Parkway. The existing portion of FOWLER DRIVE lying east of Erin Mills Parkway is proposed as part of the Sheridan Mall expansion, to ultimately be extended northerly and westerly to rejoin Erin Mills Parkway at Queensway West.

Mr. Taylor recommends:

- (a) That the portion of FOWLER DRIVE lying west of Fifth Line West be renamed FOWLER LANE (2 on attached sketch).
- (b) That the portion of FOWLER DRIVE lying between Fifth Line West and Erin Mills Parkway be renamed FOWLER COURT (3 on attached sketch).
- (c) That the name FOWLER DRIVE lying east of Erin Mills Parkway (1 on attached sketch) remain as is at this time but be reviewed as to suitability at such time as the extension occurs.
- (d) That the Ward Councillor, D. Culham, arrange a meeting with affected ratepayers to review these proposals and report back to the Public Works Committee.

F.02.07

RECOMMEND ADOPTION

11. Report dated December 19, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the naming of a private road as BENT OAK CIRCLE (Peel Condominium Plan 194). Mr. Taylor advises that Councillor T. Southorn informed the Engineering and Works Department that residents would like the internal road within the development named. At present, this development is addressed as 5949 Montevideo Road - Units 1-29, both inclusive. The Engineering and Works Department has reviewed this proposal with Canada Post and the emergency services, who concur that there would be no problems caused by this naming. The proposed name has also been reviewed and approved by the Region of Peel Street Names Committee. Mr. Taylor advises that the roadway will remain a private road and the assignment of a name is for identification purposes only.



January 17, 1985

item 11 continued...

Mr. Taylor recommends:

- (a) That the private road contained within Peel Condominium Plan 194 be named BENT OAK CIRCLE.
- (b) That a standard City of Mississauga street name sign indicating BENT OAK CIRCLE with a second blade indicating PRIVATE ROAD be erected on Montevideo Road at the appropriate location.
- (c) That the sign be erected by City forces with the cost (approximately \$150.00) being borne by Peel Condominium #194.
- (d) That the units within the development be renumbered to conform to the City of Mississauga grid system of house numbering.
- (e) That the Ward Councillor T. Southorn arrange a meeting with the residents of Peel Condominium 194 and report back to the Public Works Committee.

B.05.194.02

F.02.07

RECOMMEND ADOPTION

12. Report dated December 17, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request for approval of the proposed street name - RIDGEWAY DRIVE.

Mr. Taylor advises that the roadway referred to as RIDGEWAY DRIVE within the City of Mississauga, comprises a proposed development road extending from Dundas Street West northerly to Eglinton Avenue West, aligning with Tenth Line and then extending northerly from Eglinton Avenue to a point south of Highway 401. This roadway is proposed to cross Highway 403 and as such, will ultimately form a continuous roadway throughout. Mr. Taylor further states that the name RIDGEWAY DRIVE first appeared in 1971 and was apparently suggested by The Cadillac-Fairview Corporation.

Mr. Taylor further states that although his Department can find no record or formal application or approval, this name was submitted to the Region of Peel Street Names Committee for approval in proposed plan of subdivision (Erin Mills Development Corp. - 21T-81018). At its meeting on November 7, 1984, the Region of Peel Street Names Committee, did not approve the name due to similarities with existing street names within the Region of Peel.

Mr. Taylor advises that his Department has reviewed this matter and does not consider this similarity a matter of concern.



January 17, 1985

item 12 continued...

Mr. Taylor recommends:

- (a) That the name RIDGEWAY DRIVE be approved for use in the Erin Mills Development Corp. (21T-81018) development.
- (b) That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West, shown as 'A' on the attached sketch).
- (c) That Tenth Line be renamed RIDGEWAY DRIVE in its entirety (shown as 'B' on attached sketch).
- (d) That the renaming of Tenth Line to RIDGEWAY DRIVE be referred to the area representative Councillor T. Southorn for his review and that he report back to the Public Works Committee prior to February 28, 1985 to enable resolution of this matter before occupancy occurs in the Lisgar Development.

T-81018

F.02.07

RECOMMEND ADOPTION

13. Report dated January 10, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names. This report was prepared pursuant to a request received from Mr. T. Bartholomeusz, an area resident. In his report, Mr. Taylor lists the names submitted by Mr. Bartholomeusz and details those names which have been approved by the various agencies for use.

Mr. Taylor recommends:

That the following names be placed on the Region of Peel list of reserved street names as being available for selection by developers or the municipality:

Andromeda  
Aquarius  
Deneb  
Fornax  
Gemini  
Menkar  
Pavo

Polaris  
Pollux  
Sabik  
Sagitta  
Tucana  
Vega  
Volans

F.02.07

RECOMMEND ADOPTION

January 17, 1985

14. Report dated November 15, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names for use within the City of Mississauga.

In his report, Mr. Taylor lists the names submitted by Z. Skira and Associates Limited for the Drew Road Development, T-75144. This submission is to select a replacement name for the previously approved name of FASDON DRIVE.

Mr. Taylor recommends:

That Z. Skira and Associates Ltd. be advised that the name DAVID HUNTING DRIVE is approved for use in Drew Road Development (T-75144).

F.02.07

T-75144

RECOMMEND ADOPTION

15. Report dated November 15, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names for use within the City of Mississauga. This report was prepared pursuant to a request from Councillor L. Taylor.

In his report, Mr. Taylor lists the names submitted by Councillor Taylor.

Mr. Taylor recommends:

That Councillor L. Taylor be advised that the following names are approved for use in future developments:

Italia

Roma

Milano

F.02.07

RECOMMEND ADOPTION

16. It is anticipated that a report will be available at the meeting regarding street naming - NABLUS. This report is being prepared pursuant to a request received by Mayor McCallion's office.

F.02.07

DIRECTION REQUIRED

17. Summary of Unfinished Business relating to the Public Works Committee as of January 17, 1985.

A.03.04.06

RECOMMEND RECEIPT



## City of Mississauga

### MEMORANDUM

Files: 15 111 00003  
11 141 00039

2.

To: Chairman and Members of the  
Public Works Committee  
Dept. 341

From: Mr. William P. Taylor, Commissioner  
Dept. Engineering and Works

DATE: JAN 11 1985

FILE: F050405

January 11, 1985

P. W. DATE

Jan. 17/85

SUBJECT: Newspaper Pickup - Recycling  
ORIGIN: Engineering and Works Department

COMMENTS: For the information of the Committee the following amounts of paper have been picked up by our Contractor and recycled. As a comparison we are also showing the 1983 figures.

1983 - January to December 31	- 94.96 tons
1984 - January to December 31	- 1148.09 tons

As Committee is aware, over and above these quantities are the special pickups being provided by the Boy Scouts and also the Mississauga Clean City Group.

The Mississauga Clean City Committee picked up 236.5 tons in 1983 and 194.63 tons in 1984. The total collected by the Boy Scouts was not available.

RECOMMENDATION: That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated January 11, 1985, with respect to newspaper pickup and recycling, be received.

*AmS*  
ALM:dw

*William P. Taylor*  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

C.C. Mr. E. M. Halliday  
Mr. W. S. Vinter





## City of Mississauga

### MEMORANDUM

Files: 12 111 00015  
11 141 00039

To: Chairman and Members of the **RECEIVED**  
From: Mr. William P. Taylor, Commissioner  
Dept. Public Works Committee REGISTRY No 343  
Dept. Engineering and Works

DATE JAN 14 1985

FILE No F050301

CITY DEPARTMENT

January 11, 1985

P. W. DATE

*Jan 17/85*

SUBJECT: Snowplowing of culs-de-sac

ORIGIN: Memorandum from Mayor McCallion dated January 7, 1985.  
File: 122/85.

COMMENTS: Attached is a copy of a memorandum which I received from Mayor McCallion dated January 7, 1985, concerning snowplowing of culs-de-sac and requesting that this item be placed on the Public Works Committee Agenda in order to have input from all members of Council.

In this connection we thought we would provide a brief report on certain problems and complaints which result from snowplowing in culs-de-sac as follows:

1. As Committee is aware, the dead end portion of a cul-de-sac has a far greater percentage of driveways in relation to frontage on a normal road. In fact, almost all of the frontage on a turning circle is driveways, especially where there are smaller lots and double driveways.
2. The present practice is to plow the snow in the initial run, as normal, to clear the streets and then attempt to come back within a day or so with front-end loaders and load the snow into the centre of the court if room allows. Also, we try to stockpile the snow up on any available boulevards in front of the houses. Numerous complaints are received in this regard such as:
  - a) Residents complain that backing out of their driveway is dangerous;
  - b) Residents complain about the stockpiling of snow in the centre of the cul-de-sac as it attracts children to play there and creates a dangerous situation;
  - c) Sometimes we load up the snow on the boulevards entering the bulb section and these residents complain;
  - d) There is a more than usual problem of parked cars in culs-de-sac which also tends to create problems;

Chairman and Members of Public Works  
January 11, 1985  
Page 2

3.9

Re: Snowplowing of culs-de-sac

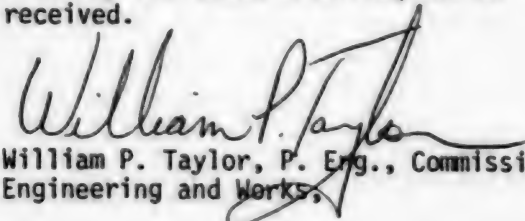
- COMMENTS - cont'd. 2. e) Some culs-de-sac have a landscaped circle at the end with shrubs and/or sod and the residents strenuously object to the stockpiling of snow in this area due to the obvious damage to the plant material.
3. The residents of culs-de-sac seem to think that we should be providing haulage, snow removal, in culs-de-sac, however, as Committee is aware, this would be extremely expensive and in our opinion would not be a good investment. The snow removal areas which we do undertake at the present time are purely in the business areas such as Port Credit, Clarkson, Malton, Streetsville and Cooksville and that service is purely provided for parking purposes in the business areas.
4. During the past few years there has also been a tremendous increase in the number of culs-de-sac in new subdivisions as the tendency has been getting away from the grid pattern road system. We would also point out that culs-de-sac are a very popular place to live and, in general, the people like the cul-de-sac philosophy in that it is usually much quieter with no through traffic, however, there are drawbacks. Attached is a sketch of a couple of newer areas of the City showing the number of culs-de-sac for information purposes.

With the ever increasing number of culs-de-sac being constructed each year it is our recommendation that the level of service remain unchanged. We would also point out to Committee that the previous snowfall was rather peculiar in that the storm commenced with freezing rain, turned to snow, and then returned to freezing rain again with an extreme drop in temperature the following day to -15 degrees C. This peculiar aspect also reflected very severely on the level of maintenance that we could provide to City sidewalks and it was decided in the interests of safety that all we could do was to sand all of the sidewalks because plowing of same was not technically or economically feasible.

RECOMMENDATION:

That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works, dated January 11, 1985, with respect to snowplowing of culs-de-sac, be received.

  
AEM:dw  
Attach's.

  
William P. Taylor, P. Eng., Commissioner,  
Engineering and Works.

c.c. Mr. E. M. Halliday  
Mr. D. J. Debenham





3b

## City of Mississauga

## MEMORANDUM

To W.P. TAYLOR, COMMISSIONER From HAZEL McCALLION  
Dept. ENGINEERING & WORKS Dept. MAYOR  
JAN 13 1985

WPT  
cc  
John

January 7, 1985

File: 122/85

The majority of calls that I received as a result of the last storm seem to be coming from cul-de-sacs and courts where they are complaining about the way in which the court and cul-de-sac is plowed.

The same situation existed last year and years prior to that.

I have discussed this item with Angus McDonald and as he says, cul-de-sacs are a problem when it comes to winter conditions.

He also advises me that we have approved some 140 in the Lisgar Subdivision which means that ~~that~~ could turn out to be a nightmare as it relates to winter maintenance.

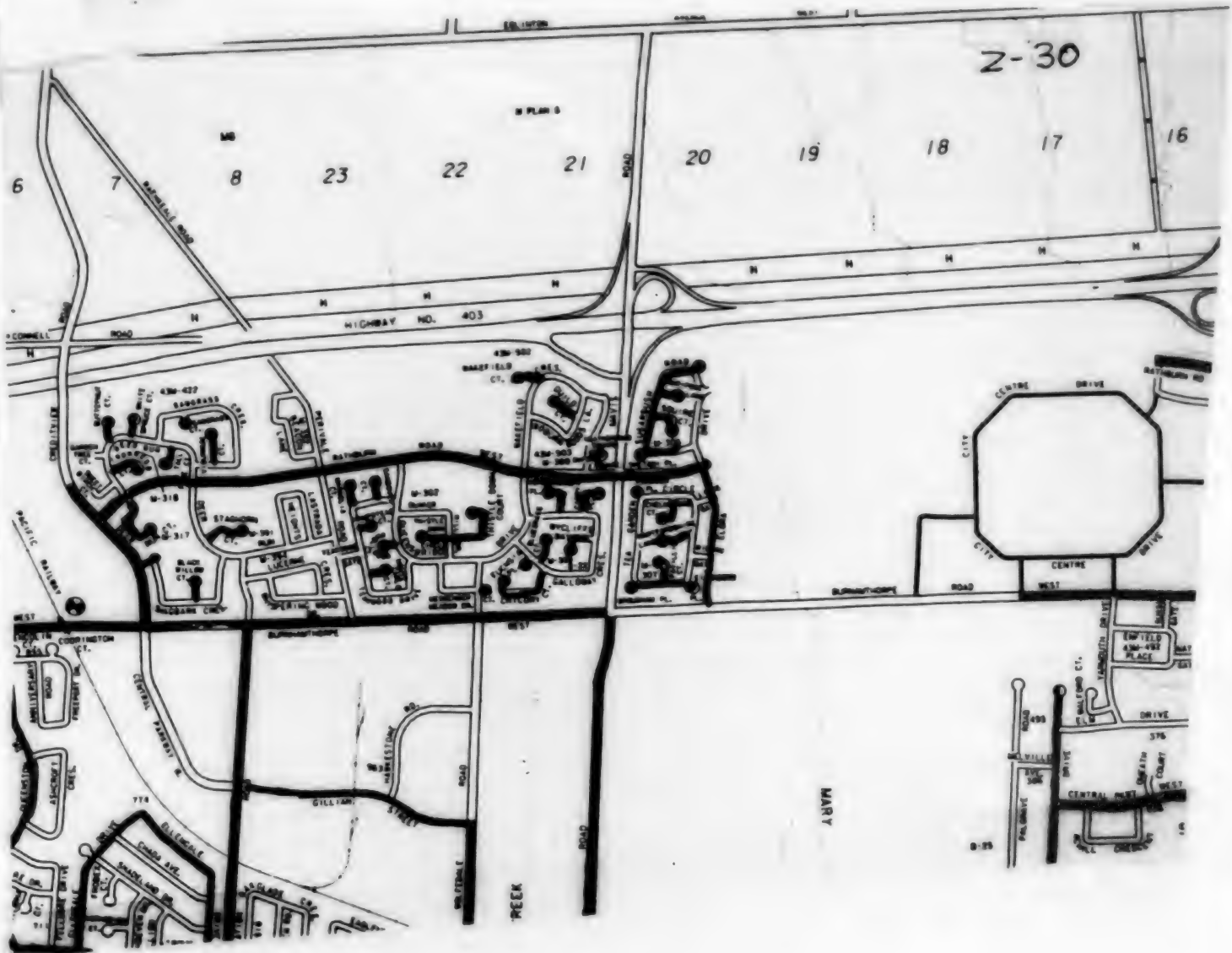
I would appreciate if this item could be placed on a Works Committee agenda and that we have input from all members of Council as to the feedback they are getting regarding winter maintenance problems as it relates to cul-de-sacs and courts.

*/s/*  
HAZEL McCALLION  
MAYOR

HMcC/ds

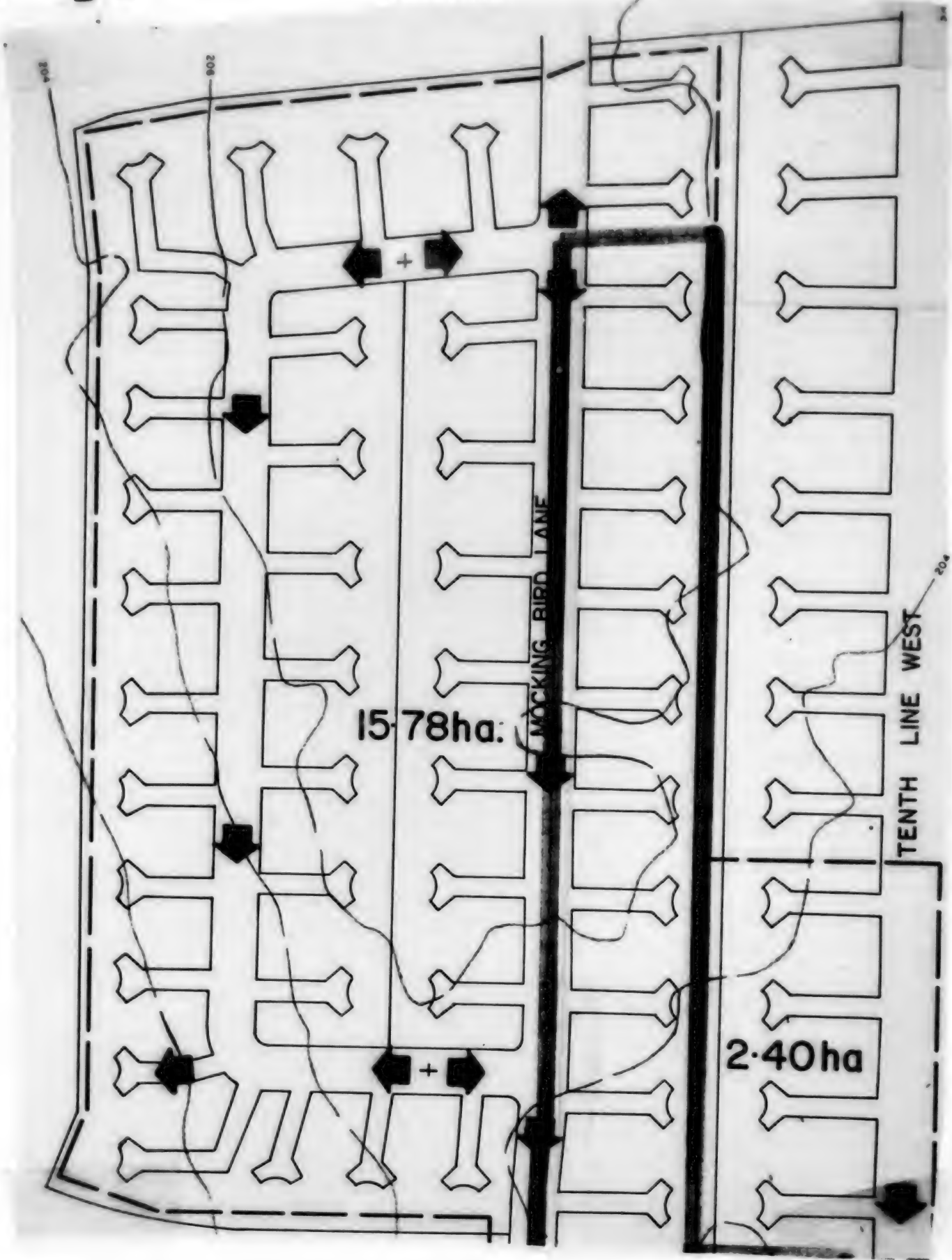
cc Mr. E. Halliday  
All Members of Council

U



3.a

FIRST PHASE







## City of Mississauga

MEMORANDUM FILES: 11 349 00001  
12 111 00014  
11 141 00039

RECEIVED

To: Chairman and Members of the  
Public Works Committee  
Dept. \_\_\_\_\_  
From: William P. Taylor, P.Eng.  
Engineering and Works  
Dept. \_\_\_\_\_  
DATE: AUG 2 1984  
FILE No: F-02-07  
P. W. DATE: Jan 17/85  
CLERK'S DEPARTMENT July 31, 1984  
P. W. DATE: Sept 20 1984  
P. W. DATE: AUG 8 1984

SUBJECT: Duplicate Street Names.

ORIGIN: Concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

COMMENTS: We have prepared and attach hereto a summary of street name duplications in the City of Mississauga as they exist today. This list is not complete at this time as additional streets are being added to Sections 2 and 6 for Wednesday, August 9, 1984. The problems are classified in sections as follows:

- 1 - Direct duplication
- 2 - Same name - different suffix
- 3 - Phonetically similar
- 4 - Discontinuous streets with same name
- 5 - Continuous streets with a different name
- 6 - Streets with incorrect directional designation based on Mississauga's policy
- 7 - Municipal address confliction

For each one of these streets Committee will note that we have made certain recommendations. These recommendations may or may not be acceptable, but have been suggested in an attempt to provoke discussion and thus resolve the matter as quickly as possible.

I would suggest to Committee that we should try to agree on some of these at our August meeting even if only to suggest to the affected Ward Councillor that he or she review our recommendation prior to the October Public Works Committee meeting.

Further, I would suggest that we will not have time to consider all of these at our August meeting and those left over should be considered at the September meeting.

RECOMMENDATION: That the Public Works Committee review the street name duplications in the City and make recommendations to General Committee as soon as possible.

WPT.mh c.c. E.M.Halliday

FORM 145

*William P. Taylor*  
William P. Taylor, P.Eng.  
Commissioner.

REVISÉ SEPTEMBER 12, 1984

[illegible]



SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
16	Burns Avenue	2	1888	3	2	17		Rename Either 16 or 17 To New Name (Private Road)	
17	Burns Lane	9	-	3	2	16		Rename Either 16 or 17 To New Name (Private Road)	
24	Cliff Road	14	1927	273	7	25		Leave As Is	
25	Cliff Road North	21	1970	231	4	24		Rename To New Name	
26	Codlin Avenue	48W	1968	27	5	27		Leave As Is	
27	Codlin Crescent	48W	1963	0	5	26		Review Feasibility of Closure, Disposal or Renaming To New Name	
28	Confederation Parkway	15, 22	1969	499	4,6	29		Leave As Is	
29	Confederation Square	15	1961	0	6	28		Review Feasibility of Closure, Disposal or Renaming To New Name	
39	Fifth Line East	34E	1819	6	5	40,41		Renaming To Occur In Conjunction With Area Development	
40	Fifth Line West	18, 25	1843	88	6,8	39		Leave As Is	
41	Fifth Line West	54E	1819	2	9	39		Renaming Currently Under Review	
56	Harborn Road	15	1920	23	6	57		Leave As Is	
57	Harborn Trail	15	1920	14	6	56		Rename To New Name	
66	Indian Grove	9	1917	68	2	67,68		Rename To New Name	
67	Indian Line	33	1858	7	5	66,68	Note 'A'	Rename To New Name	
68	Indian Road	8,9	1843	130	2	66,67		Leave As Is	
71	John Street	21	1958	10	4	72,73		Rename To New Name	
72	John Street North	8	1835	32	1	71		Leave As Is	Rename to John Street
73	John Street South	8	1835	96	1	71		Leave As Is	Rename to John Street
85	McConnell Avenue	2	1888	0	2	86		Rename To New Name (Private Road)	
86	McConnell Road	30	1869	2	8,9	85		Leave As Is	Agree

SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	2 - Area	Date	No. of Addresses	Word	Conflict With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
87	Meadow Wood Lane	3	-	8	2	88		Rename To New Name (Private Road)	
88	Meadow Wood Road	3	1946	80	2	87		Leave As Is	
93	Ninth Line	55-59	1806 1819	48	8,9	94	Note 'B'	Rename To New Name	Leave as is until development occurs
94	Ninth Street	6	1923	60	1	93		Leave As Is	Agree
99	Pine Avenue	8	1922	80	1	100		Leave As Is	
100	Pine Street	38W	1856	21	9	99		Rename To New Name	Agree
105	Queen Street East	7	1846	12	1	107,108 109,110		Leave As Is	Agree
106	Queen Street East	8	1846	64	1	107,108 109,110		Rename To New Name	Agree
107	Queen Street West	8	1913	42	1	105,106 109,110		Rename To New Name	Agree
108	Queen Street West	8,9	1951	42	1,2	105,106 109,110		Leave As Is	Agree
109	Queen Street North	45W	1856	76	9	105,106 107,108		Rename To Mississauga Road	Community input required
110	Queen Street South	38W	1856	465	9	105,106 107,108		Rename To Mississauga Road	Community input required
123	Tenth Line	55-57	1819	18	9	124		Renaming to Occur In Conjunction With Area Development	Agree
124	Tenth Street	6	1923	51	1	123		Leave As Is	Agree
130	Wesley Avenue	8	1944	44	1	131		Leave As Is	Agree
131	Wesley Crescent	8	1944	9	1	130		Rename To New Name	Rename to Sparkes Crescent
THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT RECOMMENDATION AS THEY DO NOT APPEAR TO PRESENT A SERIOUS PROBLEM									
	Alexandra Avenue	6	1921		1				Leave as is
	Alexandra Boulevard	6	1952		1				Change to Alexandra Avenue

SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Alta Court	28	1980		4				
	Alta Place	28	1980		4				
	Anderson Court	56	1980		9				Review need with area resid and Fire Chief
	Anderson Crescent	56	1980		9				Review need with area resid and Fire Chief
	Anworld Court	26	1979		3				
	Anworld Place	26	1979		3				
	Ashridge Court	28	1978		4				
	Ashridge Place	28	1978		4				
	Barrisdale Court	46	1976		9				Review need with area resid and Fire Chief
	Barrisdale Drive	46	1976		9				Review need with area resid and Fire Chief
	Beacon Court	30	1983		8				
	Beacon Lane	30	1983		8				
	Beechnoll Avenue	26	1981		3				
	Beechnoll Court	26	1981		3				
	Camilla Place	14	1969		7				
	Camilla Road	14	1927		7				
	Carrera Court	3	1982		2				
	Carrera Lane	3	1971		2				
	Cawthra Court	7	1958		1				Leave as is
	Cawthra Road	6 -27	1806		1,7,4,5				Leave as is



SAME NAME (DIFFERENT SUFFIX)

No	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Chisholm Avenue	16	1977		6				
	Chisholm Court	16	1979		6				
	Colebrook Court	56	1980		9				
	Colebrook Crescent	56	1980		9				
	Coram Avenue	12	1950		7				Review need with area residents and Fire Chief
	Coram Crescent	12	1962		7				Review need with area residents and Fire Chief
	Deer Run	30	1979		8				
	Deer Run Court	30	1979		8				
	Doulton Drive	17	1954		6				
	Doulton Place	17	1983		6				
	Fairier Court	31	1978		8				
	Fairier Mews	31	1978		8				
	Featherstone Court	24	1980		8				
	Featherstone Drive	24	1964		8				
	Forest Fire Crescent	27	1980		3				
	Forest Fire Lane	27	1980		3				
	Gatliff Avenue	19	1965		3				
	Gatliff Court	19	1965		3				
	Greycedar Court	27	1980		3				
	Greycedar Crescent	27	1980		3				

SAHE NAME (DIFFERENT SUFFIX)

No	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Hargood Court	39	1981		9				Review need with area resi dents and Fire Chief
	Hargood Place	39	1981		9				Review need with area resi dents and Fire Chief
	Harris Crescent	56	1981		9				Review need with area resi dents and Fire Chief
	Harris Road	56	1981		9				Review need with area resi dents and Fire Chief
	Hensall Circle	14			7				
	Hensall Street	14	1958		7				
	Hickling Court	56	1981		9				Review need with area resi dents and Fire Chief
	Hickling Crescent	56	1981		9				Review need with area resi dents and Fire Chief
	Highgate Crescent	27	1980		3				
	Highgate Place	27	1980		3				
	Ibbotson Crescent	23	1965		8				
	Ibbotson Lane	23	1965		8				
	Kenningshall Boulevard	45W	1967		9				Review need with area resi dents and Fire Chief
	Kenningshall Crescent	45E	1977		9				Review need with area resi dents and Fire Chief
	Keynes Court	56	1980		9				Review need with area resi dents and Fire Chief
	Keynes Crescent	56	1980		9				Review need with area resi dents and Fire Chief
	Kilbride Court	56	1980		9				Review need with area resi dents and Fire Chief
	Kilbride Crescent	56	1980		9				Review need with area resi dents and Fire Chief
	King Andrew Court	28	1981		4				
	King Andrew Drive	28	1981		4				

NAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Lovington Court	27	1980		3				
	Lovington Crescent	27	1980		3				
	Mannington Court	27	1980		3				
	Mannington Lane	27	1980		3				
	Martin's Pine Court	25	1975		8				
	Martin's Pine Crescent	25	1972		8				
	Helton Court	13	1956		7				
	Helton Drive	13	1952		7				
	Messenger Meadow Court	30	1979		8				
	Messenger Meadow Drive	30	1979		8				
	Mineola Gardens	7	1946		1				Leave as is
	Mineola Road East	7	1909		1				Leave as is
	Mineola Road West	8	1889		1				Leave as is
	Mississauga Crescent	8	1951		6				
	Mississauga Road	8 - 53E	1965		2,6,8,9				
	Narva Court	9	1965		2				
	Narva Road	9	1965		2				
	Ontario Court	39E	1980		9				Review road with area residents and Fire Chief
	Ontario Street East	38W	1856		9				Review road with area residents and Fire Chief
	Ontario Street West	39E	1856		9				Review road with area residents and Fire Chief



SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Pacific Circle	43E	1981		5				
	Pacific Gate	43E	1982		5				
	Pagehurst Avenue	19	1964		3				
	Pagehurst Court	19	1964		3				
	Pinetree Crescent	8	1953		1				Leave as is
	Pinetree Way	8	1958		1				Leave as is
	Plum Tree Court	56	1981		9				Review need with area residents and Fire Chief
	Plum Tree Crescent	56	1981		9				Review need with area residents and Fire Chief
	Pollard Court	16	1979		6				
	Pollard Drive	16	1977		6				
	Prince George Avenue	28	1981		4				
	Prince George Court	28	1981		4				
	Privet Court	15	1980		6				
	Privet Crescent	15	1976		6				
	Promontory Crescent	24	1981		8				
	Promontory Drive	31	1980		8				
	Sardis Court	27	1980		3				
	Sardis Crescent	27	1980		3				
	Sawgrass Court	30	1981		8				
	Sawgrass Crescent	30	1979		8				

SAME NAME (DIFFERENT SUFFIX)

No.	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Scottsburg Court	27	1980		3				
	Scottsburg Crescent	27	1980		3				
	Shale Oak Court	26	1979		3				
	Shale Oak News	26	1975		3				
	Springfield Court	18	1967		6				
	Springfield Road	18	1951		6				
	Spruce Needle Court	25	1981		8				
	Spruce Needle Drive	25	1973		8				
	Sweetwater Crescent	9	1978		2				
	Sweetwater Place	9	1978		2				
	Tamar News	54	1981		9				Review need with area residents and Fire Chief
	Tamar Road	54			9				Review need with area residents and Fire Chief
	Teakwood Gate	30	1979		8				
	Teakwood Drive	30	1979		8				
	Tecumseh Park Crescent	9	1946		2				
	Tecumseh Park Drive	9	1946		2				
	Thistle Down Circle	30	1979		8				
	Thistle Down Court	30	1979		8				
	Treetop Court	32	1980		8				
	Treetop Crescent	32	1975		8				
	Village Centre Court	28	1981		4				



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## DISCONTINUOUS STREET

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
1	Autumn Breeze Drive	15	1962	10	6	2		Rename to New Name	
2	Autumn Breeze Drive	15	1977	15	6	1		Leave As Is	
3	Barbertown Road	38W	1879	4	9	4		Rename Either 3 or 4 to New Name	Leave as is
4	Barbertown Road	38W	1879	4	9	3		Rename Either 3 or 4 to New Name	Rename to Grants Road
11	Britannia Road East	35E-36E	-	382	5	12, 12A		Rename to New Name	
12	Britannia Road East	36W	-	17	5	11, 12A		Leave As Is	
12A	Britannia Road East	36E	-	1	5	11, 12		Rename To New Name	
20	Cedar Creek Drive	20	1925	49	3	21		Leave As Is	
21	Cedar Creek Drive	20	-	4	3	20		Rename To New Name (Private Road)	
32A	Dundas Crescent	17	1958	9	6			Rename to New Name	
32B	Dundas Crescent	24	1958	7	8			Rename to New Name	
40	Fifth Line West	18, 25	1843	88	6, 8	41		Leave As Is	
41	Fifth Line West	54E	1819	2	9	40		Renaming Currently Under Review	
42	First Street	6	1921	13	1	43		Leave As Is	Agree
43	First Street	6	1921	4	1	42		Rename to New Name	Rename to Gordken Road
45	Fowler Drive	17	1968	330	6	46		Leave As Is	
46	Fowler Drive	18	1953	21	6	45		Rename To New Name	
48	Goldenridge Road	12	1971	51	7	49		Leave As Is	
49	Goldenridge Road	12	1971	0	7	48		Rename To New Name	
50	Gordon Drive	15	1920	13	6	51		Rename To New Name	
51	Gordon Drive	15	1920	19	6	50		Leave As Is	

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
52	Haines Road	13,20	1914	47	3,7	53		Leave As Is	
53	Haines Road	13	1953	0	7	52		Review Feasibility of Closure, Disposal or Renaming To New Name	
60	High Street East	8	1846	340	1	16,62		Rename To High Street West	Rename to High Street
61	High Street West	8	1835	11	1	60,62		Rename to New Name	Rename to Edith Joyce Way
62	High Street West	8	1835	20	1	60,61		Rename To New Name	Agree
79	Littlejohn Lane	21	1958	1	4	80		Rename To New Name	
80	Littlejohn Lane	21	1971	2	4	79		Leave As Is	
81	Lushes Avenue	3	1921	9	2	82		Leave As Is	
82	Lushes Avenue	3	1971	0	2	81		Review Feasibility of Closure, Disposal or Renaming To New Name	
88A	Meredith Avenue	6	1922	39	1			Rename Either 88A or 88B To New Name	Leave as is
88B	Meredith Avenue	6	1919	46	1			Rename Either 88A or 88B To New Name	Leave as is
95	Park Street East	7,8	1846	616	1	961		Rename To Park Street West	Rename to Park Street
96	Park Street West	8	1835	34	1	95		Rename To New Name	Agree
97	Peter Street North	8	1835	28	1	98		Leave As Is	Rename to New Name
98	Peter Street South	8	1835	23	1	97		Rename To New Name	Rename to Peter Street
101	Port Street East	8	1846	54	1	102		Rename To Port Street West	Rename to Port Street
102	Port Street West	8	1835	18	1	101		Rename To New Name	Agree
105	Queen Street East	7	1846	12	1	106		Leave As Is	Agree
106	Queen Street East	8	1846	64	1	105		Rename To New Name	Agree
107	Queen Street West	8	1913	42	1	108		Rename To New Name	Agree
108	Queen Street West	8,9	1951	43	1,2	107		Leave As Is	Agree



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# NON STANDARD DIRECTIONAL DESIGNATION

No	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
10	Britannia Road East	38W	-	16	9	-		Rename To Britannia Road West	Agree
33	Dundas Street East	59	-	7	8	-		Renaming Currently Under Review	
60	High Street East	8	1846	340	1	-		Rename To High Street West	Rename to High Street
72	John Street North	8	1835	32	1	-		Leave As Is	Rename to John Street
73	John Street South	8	1835	96	1	-		Leave As Is	Rename to John Street
77	Lakeshore Road East	7,8	1917	234	1	-		Rename To Lakeshore Road West	Agree
91	Mississauga Road North	8	1944	82	1	-		Rename To Mississauga Road	Agree
92	Mississauga Road South	8	1944	18	1	-		Rename To Mississauga Road	Agree
95	Park Street East	7,8	1846	616	1	-		Rename To Park Street West	Rename to Park Street
101	Port Street East	8	1846	54	1	-		Rename To Port Street West	Rename to Port Street
106	Queen Street East	8	1846	64	1	-		Rename To New Name	Agree
109	Queen Street North	45W	1856	76	9	-		Rename To Mississauga Road	Community Input required
110	Queen Street South	38W	1856	465	9	-		Rename To Mississauga Road	Community Input required
121	Stavebank Road North	8	1944	194	1	-		Rename To Stavebank Road	Agree
122	Stavebank Road South	8	1961	92	1	-		Rename To Stavebank Road	Agree
THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT RECOMMENDATION AS THEY DO NOT									
APPEAR TO PRESENT A SERIOUS PROBLEM									
	Elizabeth Street North	8			1				Rename to Elizabeth Street

[illegible]



# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	2 - Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
								Renumber To City Grid System	Agree
10	Britannia Road East	38W	-	16	9	-		Renumber To City Grid System	Agree
13	Britannia Road West	39E	-	41	9	-		Renumber To City Grid System	Agree
14	Britannia Road West	56	-	7	9	-		Renumber To City Grid System	
15	Burnhamthorpe Road West	58	1976	7	8	-		Renumber To City Grid System	
22	Charing Drive	45W	1971	3	9	-		Leave As Is	Agree
23	Charing Drive	45W	1967	6	9	-		Renumber To City Grid System	Agree
32	Derry Road West	55	-	244	9	-		Renumber To City Grid System	Agree
33	Dundas Street East	59	-	7	8	-		Renumbering Currently Under Review	
34	Dunray Court	45W	1971	25	9	-		Leave As Is	Agree
35	Dunray Court	45W	1967	4	9	-		Renumber To City Grid System	Agree
36	Eglinton Avenue West	57	1976	3	9	-		Renumber To City Grid System	Agree
37	Falconer Drive	45W	1971	486	9	-		Leave As Is	Agree
38	Falconer Drive	45W	1956	256	9	-		Renumber To City Grid System	Agree - avoid confliction w townhouses in area
60	High Street East	8	1846	340	1	-		Renumber To City Grid System	
65	Hurontario Street	7	1835	29	1	-		Renumber To City Grid System	
77	Lakeshore Road East	7,8	1917	234	1	-		Renumber To City Grid System	
77A	Lakeshore Road East	7	1917	743	1	-		Renumber To City Grid System	
78	Lakeshore Road West	8	1917	777	1	-		Renumber To City Grid System	
83	Main Street	38W	1856	33	9	-		Renumber To City Grid System	Agree
91	Mississauga Road North	8	1944	82	1	-		Renumber To City Grid System	
92	Mississauga Road South	8	1944	18	1	-		Renumber To City Grid System	
95	Park Street East	8	1846	616	1	-		Renumber To City Grid System	

# MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
101	Port Street East	8	1846	54	1	-		Renumber To City Grid System	
106	Queen Street East	8	1846	64	1	-		Renumber To City Grid System	
108	Queen Street West	8,9	1951	43	1,2	-		Renumber To City Grid System	
109	Queen Street North	4SW	1856	76	9	-		Renumber To City Grid System	Community Input required
110	Queen Street South	3BW	1856	465	9	-		Renumber To City Grid System	Community Input required
121	Stavebank Road North	8	1944	194	1	-		Renumber To City Grid System	
122	Stavebank Road South	8	1961	92	1	-		Renumber To City Grid System	
125	Thomas Street	39E	1831	16	9	-		Renumber To City Grid System	Agree
126	Thomas Street	39E, 39W	1831	2	9	-		Leave As Is	Agree
THE FOLLOWING STREETS ARE ADDED TO THIS CATEGORY WITHOUT RECOMMENDATION AS THEY DO NOT APPEAR TO PRESENT A SERIOUS PROBLEM									
	Albert Street	3BW			9				
	Alpha Mills Road	4SW			9				
	Alphonse Crescent	39E			9				
	Amity Road	3BW			9				
	Andrea Court	39E			9				
	Ann Street	8			1				
	Arch Road	3BW			9				
	Ardley Street	4SW			9				



## MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z - Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Barry Avenue	39E			9				
	Bay Street	8			1				
	Bellvue Street	39E			9				
	Ben Machree Drive	8			1				
	Benson Avenue	8			1				
	Bonham Boulevard	39E			9				
	Bow River Crescent	45W			9				
	Bowshelm Court	45W			9				
	Brant Avenue	7			1				
	Bremen Lane	39E			9				
	Briarwood Avenue	7			1				
	Broadview Avenue	8			1				
	Broadway Street	39E			9				
	Brookside Drive	39E			9				
	Carlis Place	7			1				
	Caroline Street	39E			9				
	Cayuga Avenue	7			1				
	Church Street	38U			9				
	Colbert Gardens	45W			9				
	Come By Chance Mews	45W			9				
	Crumbie Street	39E			9				

MUNICIPAL ADDRESS CONFLICTION								WARD COUNCILLOR COMMENTS
No.	Street Name	Z - Area	Date	No. of Addresses	Ward	Conflict With	Comments	
	Cumberland Drive	7			1			
	De Jong Drive	39E			9			
	Donata Drive	39E			9			
	Earl Street	38W			9			
	Elizabeth Street North	8			1			
	Elizabeth Street South	8			1			
	Ellen Street	38W			9			
	Ellesboro Drive	45W			9			
	Elmwood Avenue	7			1			
	Emby Drive	39E			9			
	Forest Avenue	7			1			
	Front Street North	8			1			
	Front Street South	8			1			
	Gafney Drive	39E			9			
	George Street	38W			9			
	Hammond Road	39E			9			
	Harrison Avenue	8			1			
	Helene Street North	8			1			
	Helene Street South	8			1			
	Helsinki News	45W			9			
	Henry Street	39E			9			

## MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Hiawatha Parkway	7			1				
	High Street West	8			1				
	Hillside Drive	39E			9				
	Hopedale Court	39E			9				
	Iroquois Avenue	7			1				
	Ishewood Court	39E			9				
	James Street	39E			9				
	John Street North	8			1				
	John Street South	8			1				
	Joseph Street	38W			9				
	Joycelyn Drive	39E			9				
	Joywar Drive	39E			9				
	Kenninghall Boulevard	45W			9				
	Kerr Street	38W			9				
	Lake Street	8			1				
	Lisbon News	45W			9				
	Malden Lane	38W			9				
	Maldaver Avenue	39E			9				
	Maple Avenue North	8			1				
	Maple Avenue South	8			1				
	Matlock Avenue	45W			9				



MUNICIPAL ADDRESS CONFLICTION

No.	Street Name	Z-Area	Date	No. of Addresses	Ward	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Merrydrew Court	39E			9				
	Hill Street	38W			9				
	Minnewawa Road	7			1				
	Mohawk Avenue	7			1				
	Morgan Avenue	39E			9				
	Hullet Drive	39E			9				
	Oakwood Avenue	7			1				
	Old Station Road	39E			9				
	Onaway Road	7			1				
	Ontario Court	39E			9				
	Ontario Street East	38W			9				
	Ontario Street West	39E			9				
	Otterburn Court	45W			9				
	Park Street West	8			1				
	Pearl Street	39E			9				
	Peter Street North	8			1				
	Peter Street South	8			1				
	Pine Avenue North	8			1				
	Pine Avenue South	8			1				
	Pine Cliff Drive	45W			9				
	Pine Street	38W			9				

MUNICIPAL ADDRESS CONFLICTION

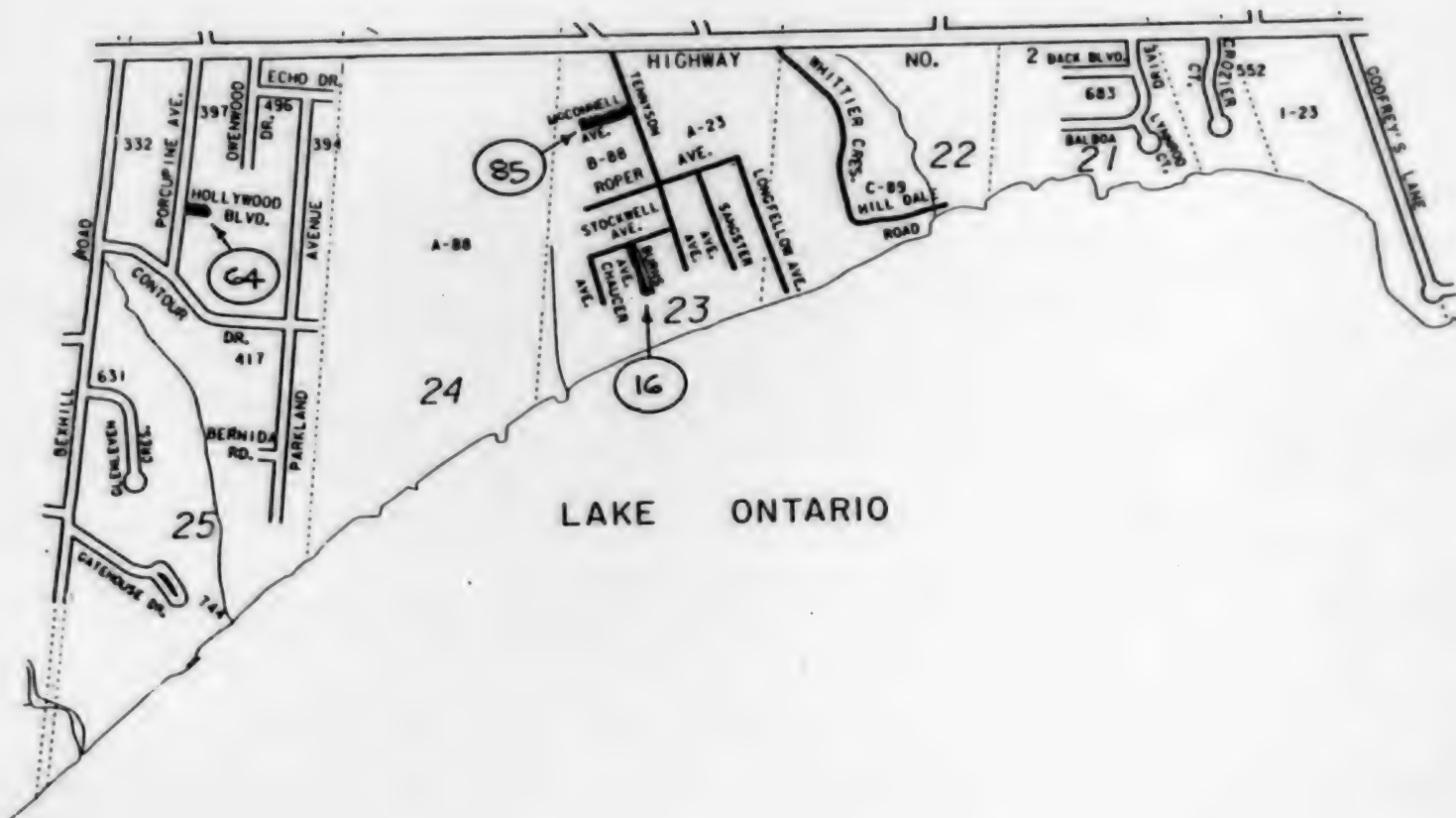
No	Street Name	Z-Area	Date	No. of Addresses	Word	Conflicts With	Comments	Recommendation	WARD COUNCILLOR COMMENTS
	Pioneer Drive	39E			9				
	Plainman Road	45W			9				
	Port Street West	8			1				
	Princess Street	39E			9				
	Queen Street West	8.9			1				
	Rapallo Road	45W			9				
	Reid Drive	38W			9				
	Rimini Road	45W			9				
	River Road	38W			9				
	Rosewood Avenue	7			1				
	Ruby Drive	39E			9				
	Rutledge Road	39E			9				
	Shady Lawn Court	45W			9				
	Siberry Road	39E			9				
	Sonnet Court	39E			9				
	Sora Drive	39E			9				
	Suburban Drive	45W			9				
	Swanhurst Boulevard	45W			9				
	Tannery Street	39E			9				
	Tecumseh Avenue	7			1				
	Theodore Drive	39E			9				

[illegible]

WARD COUNCILLOR COMMENTS:



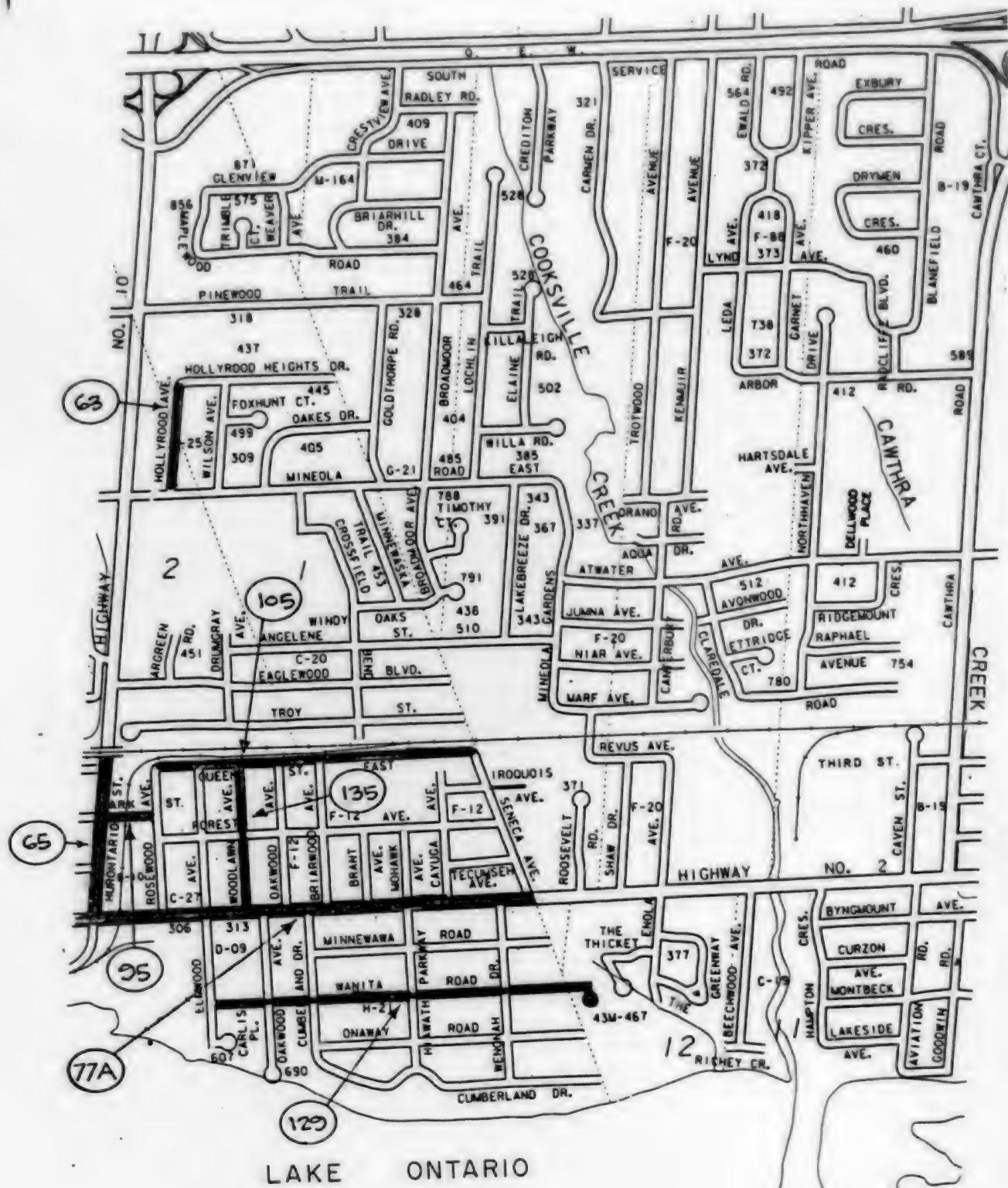




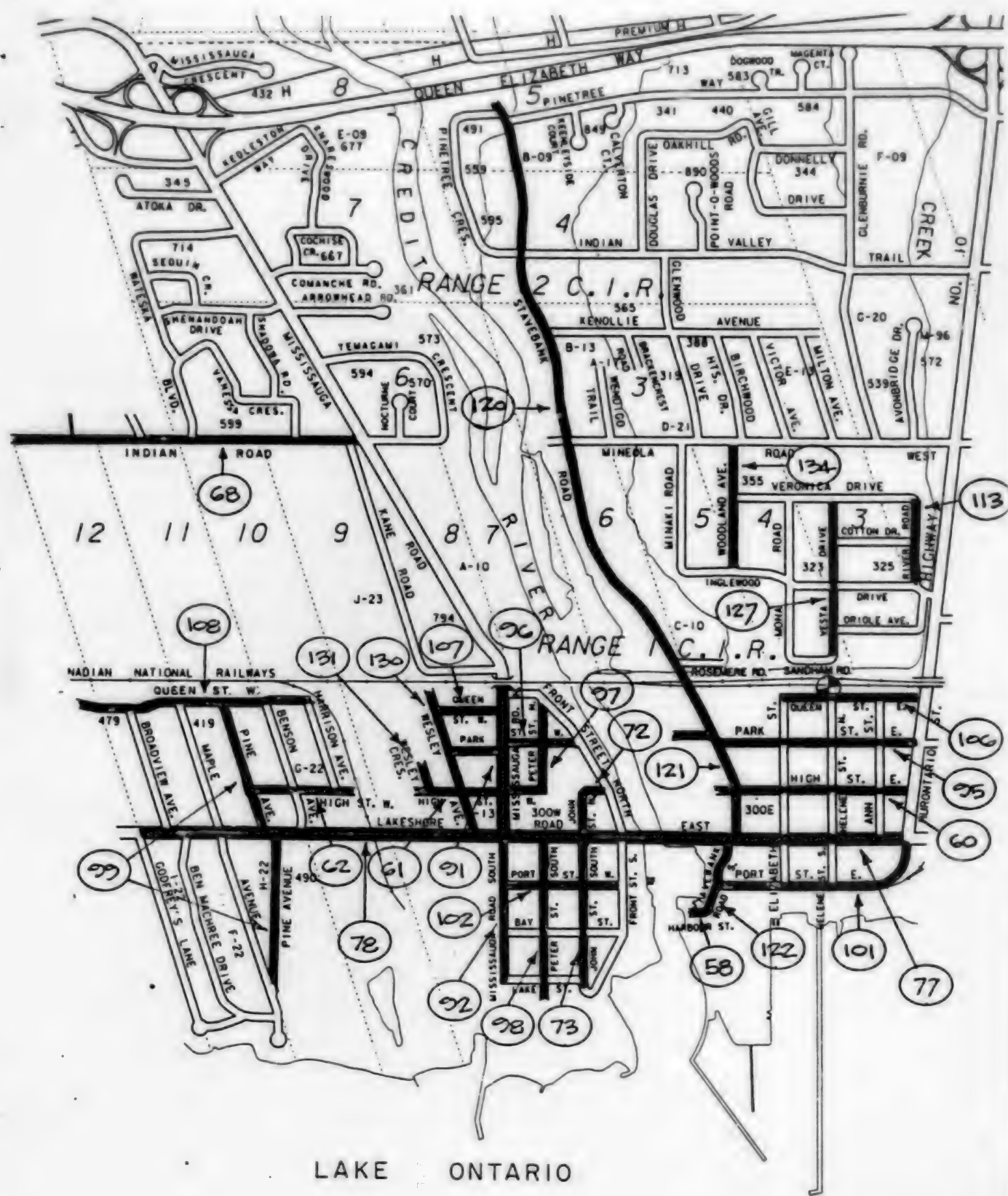






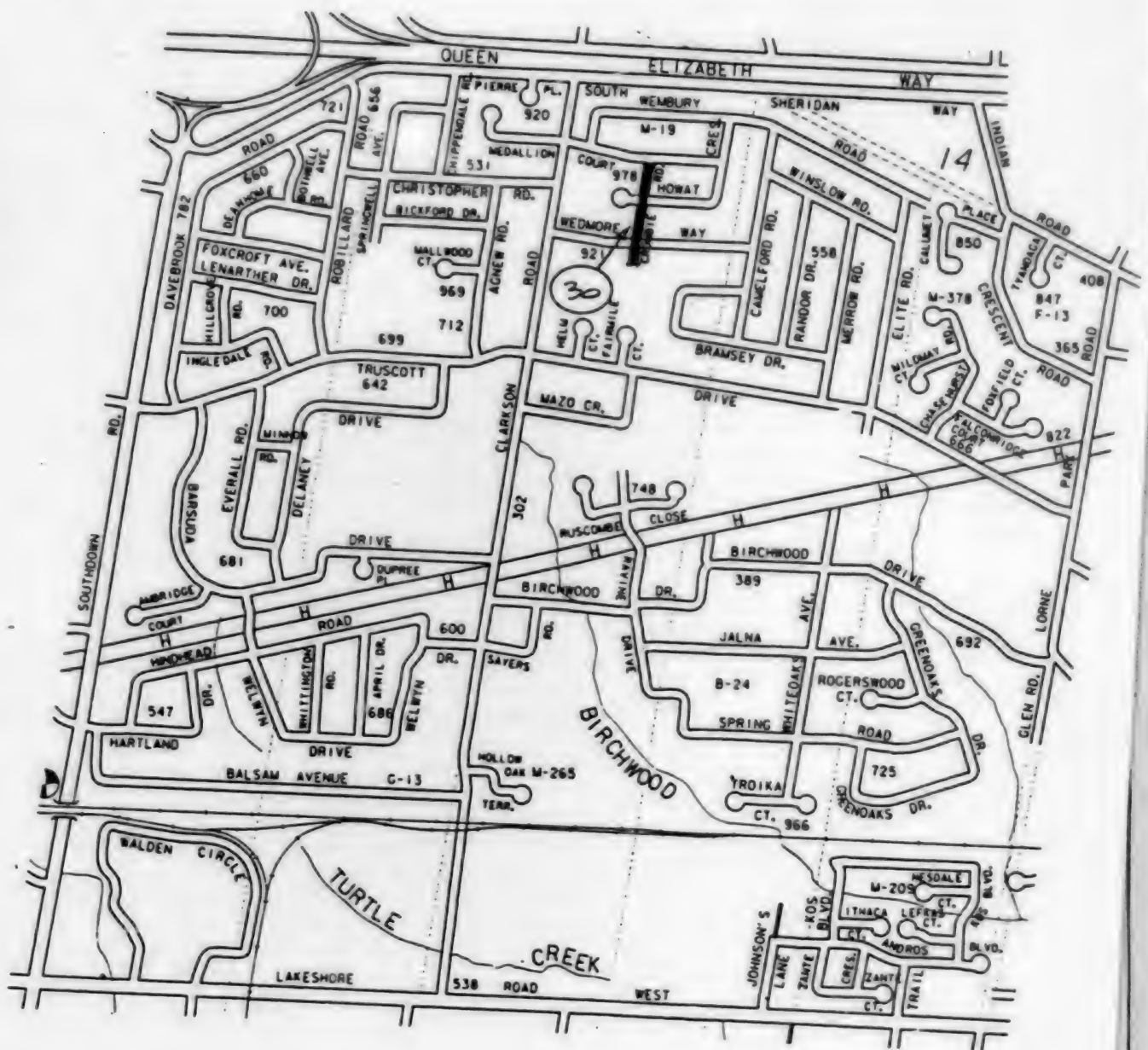


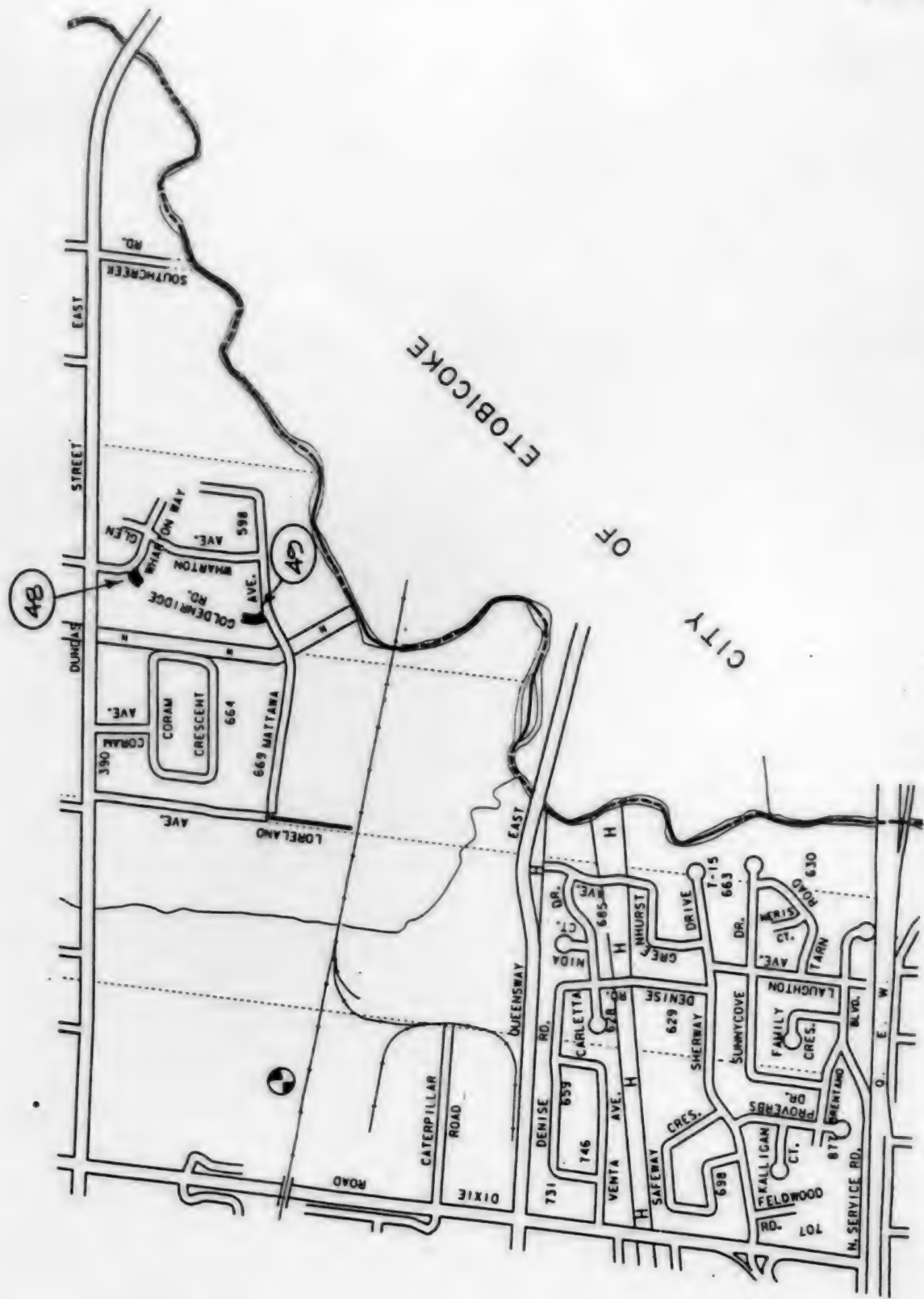




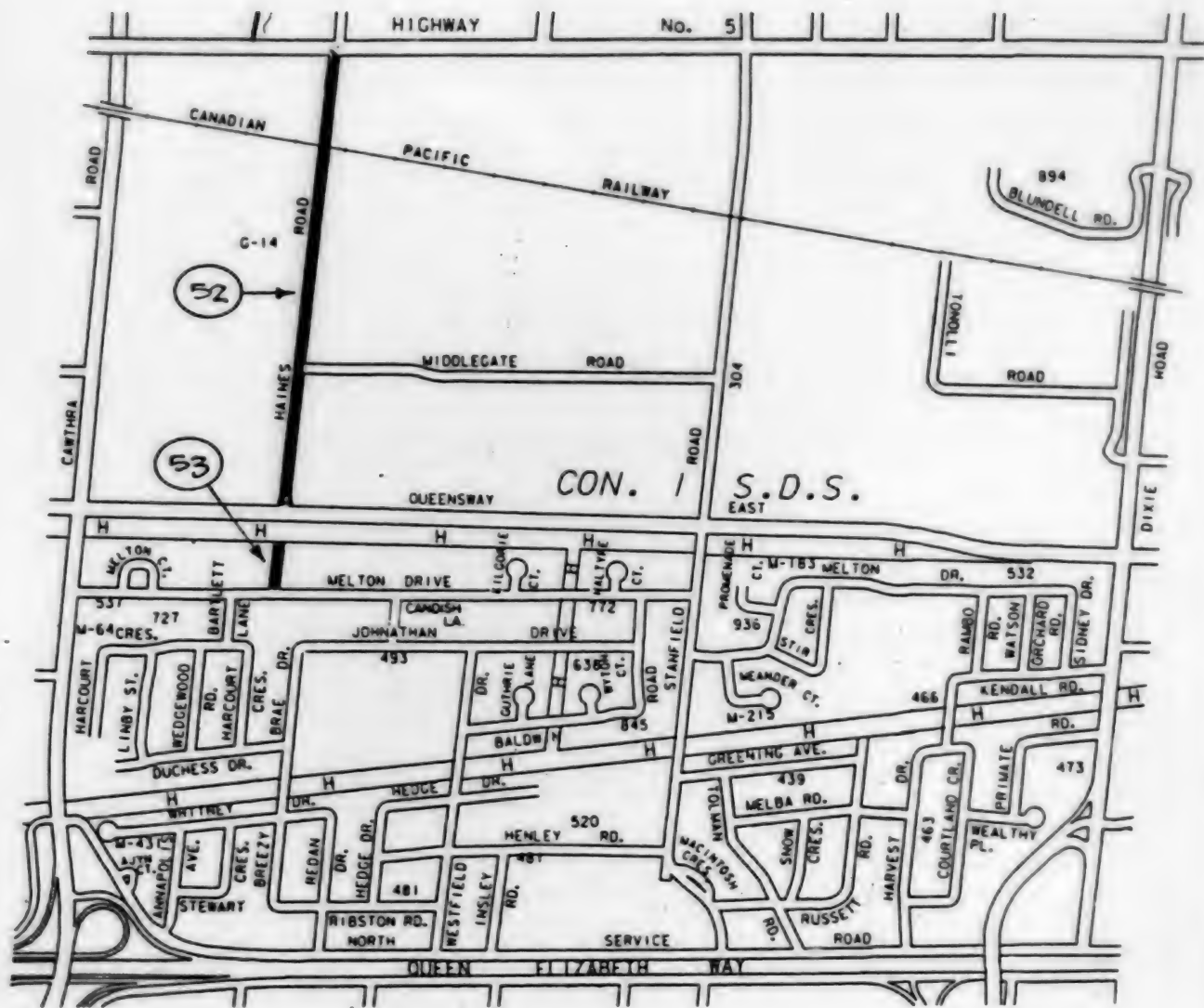


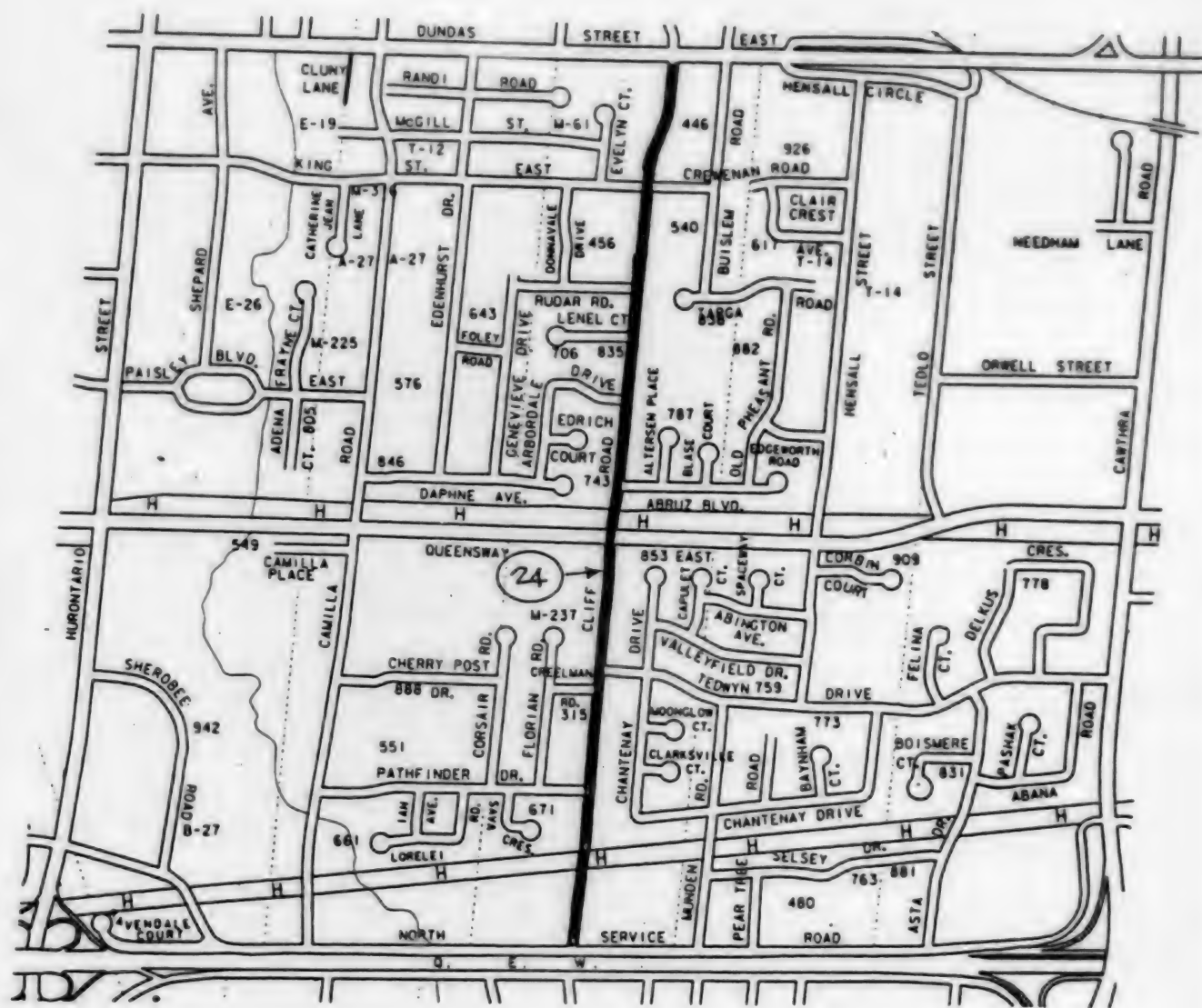


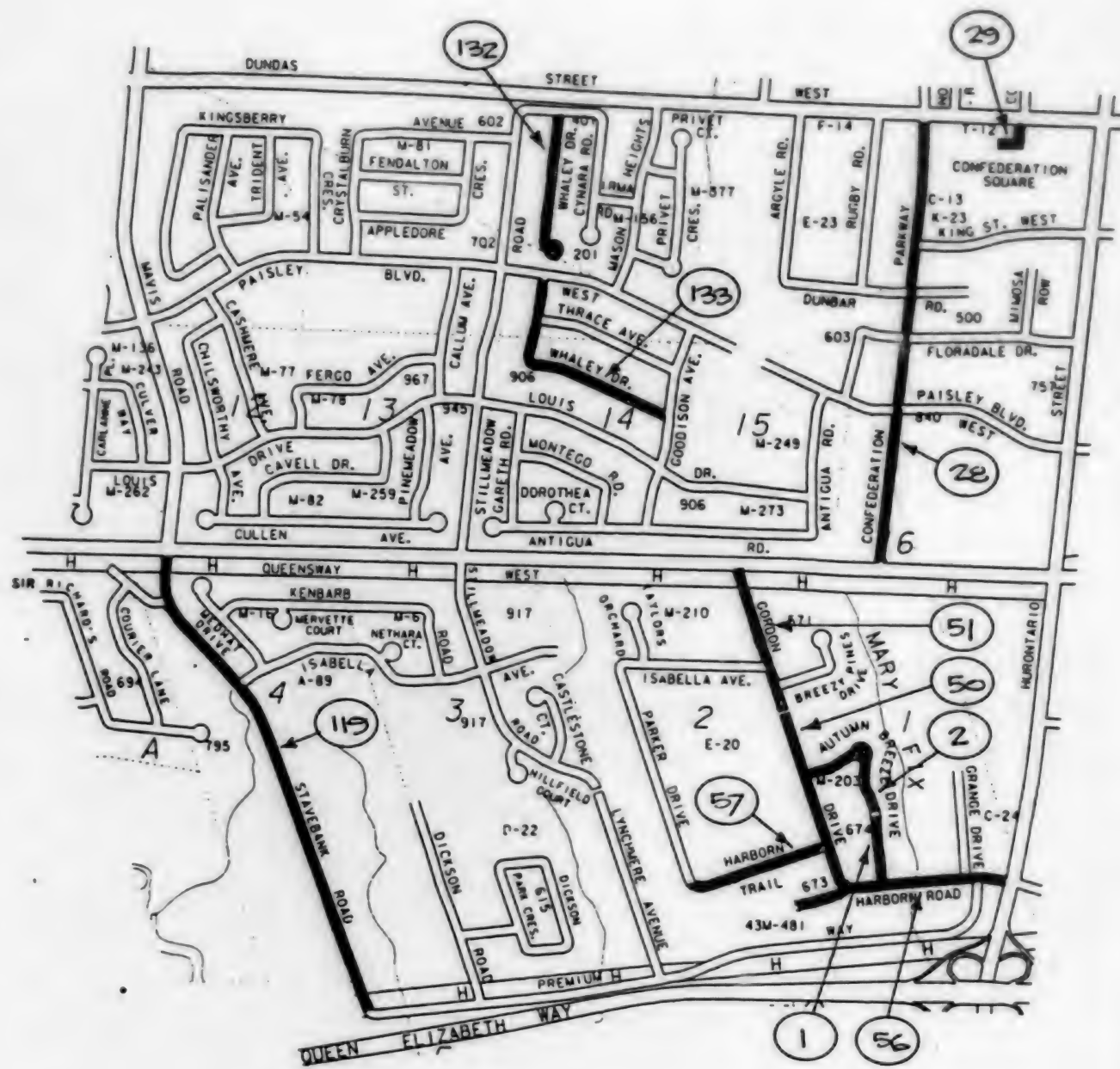




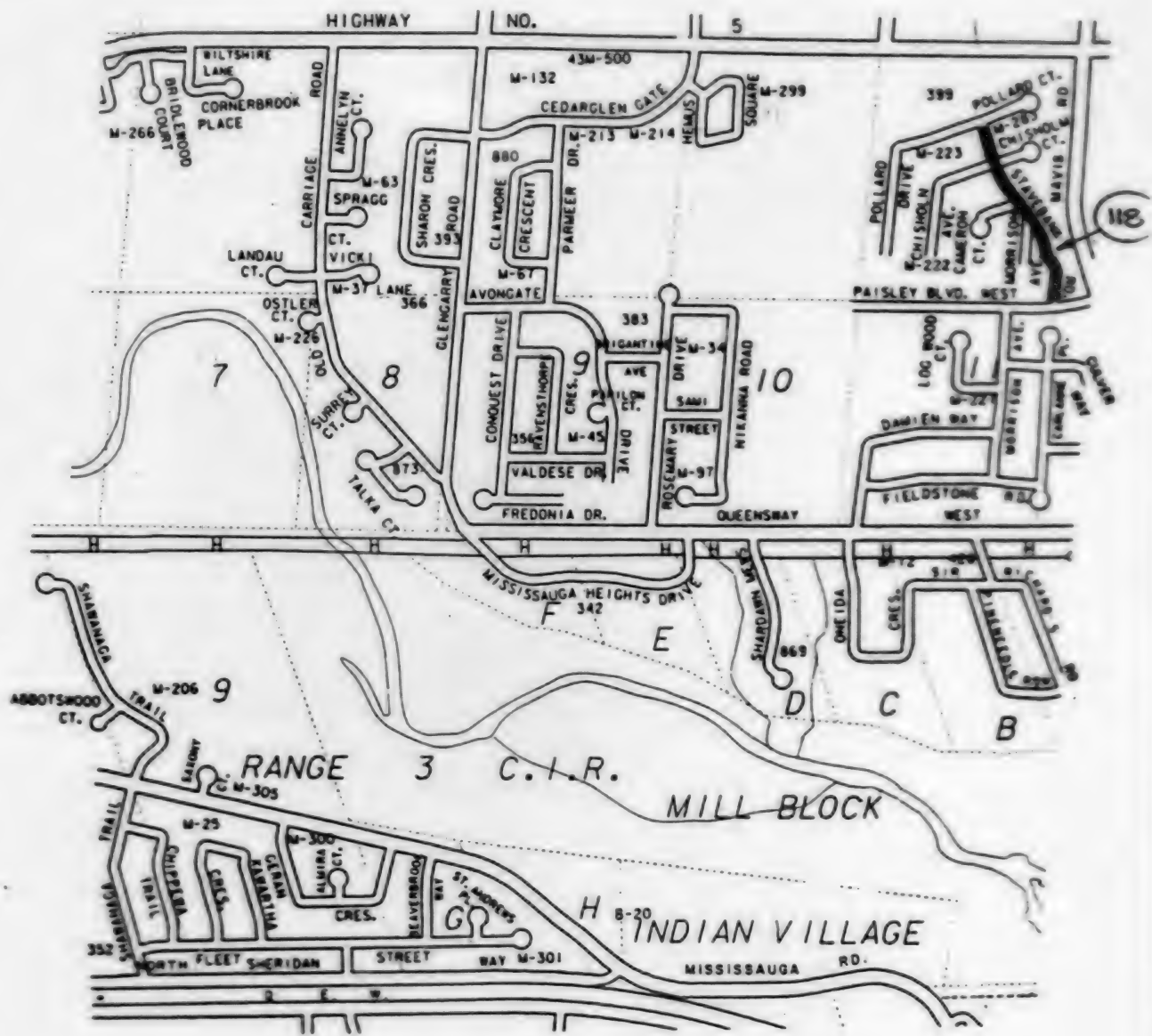


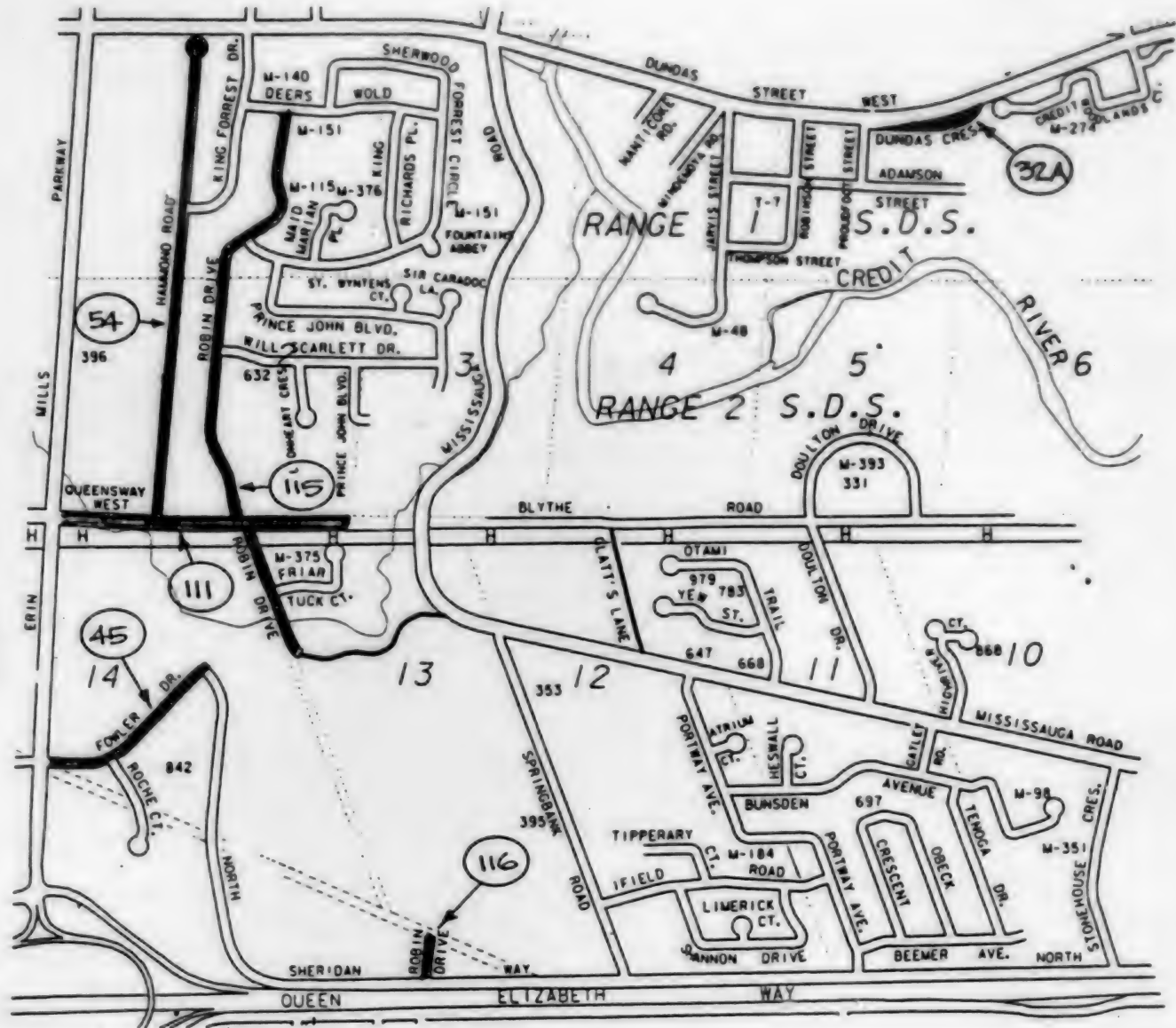






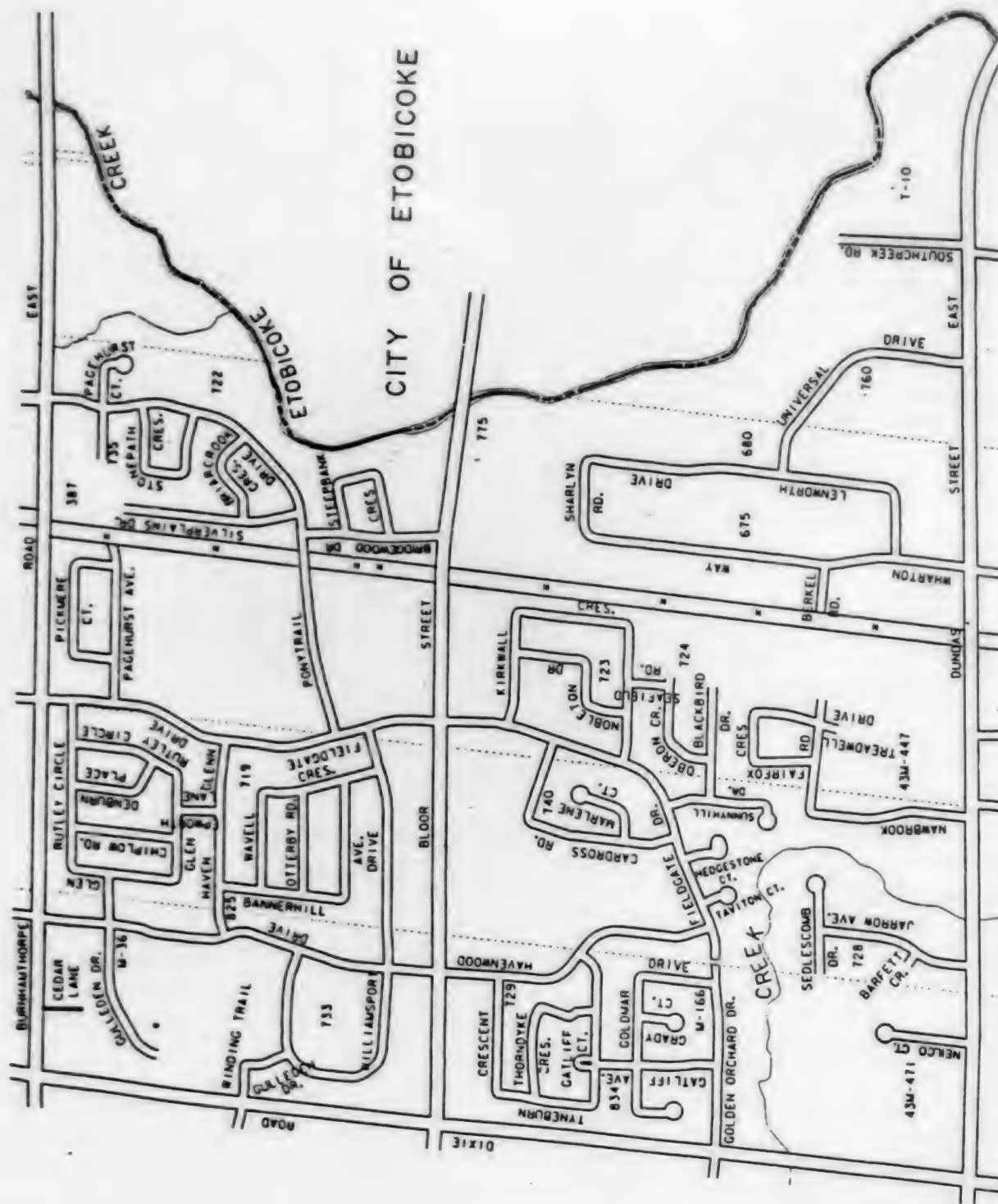




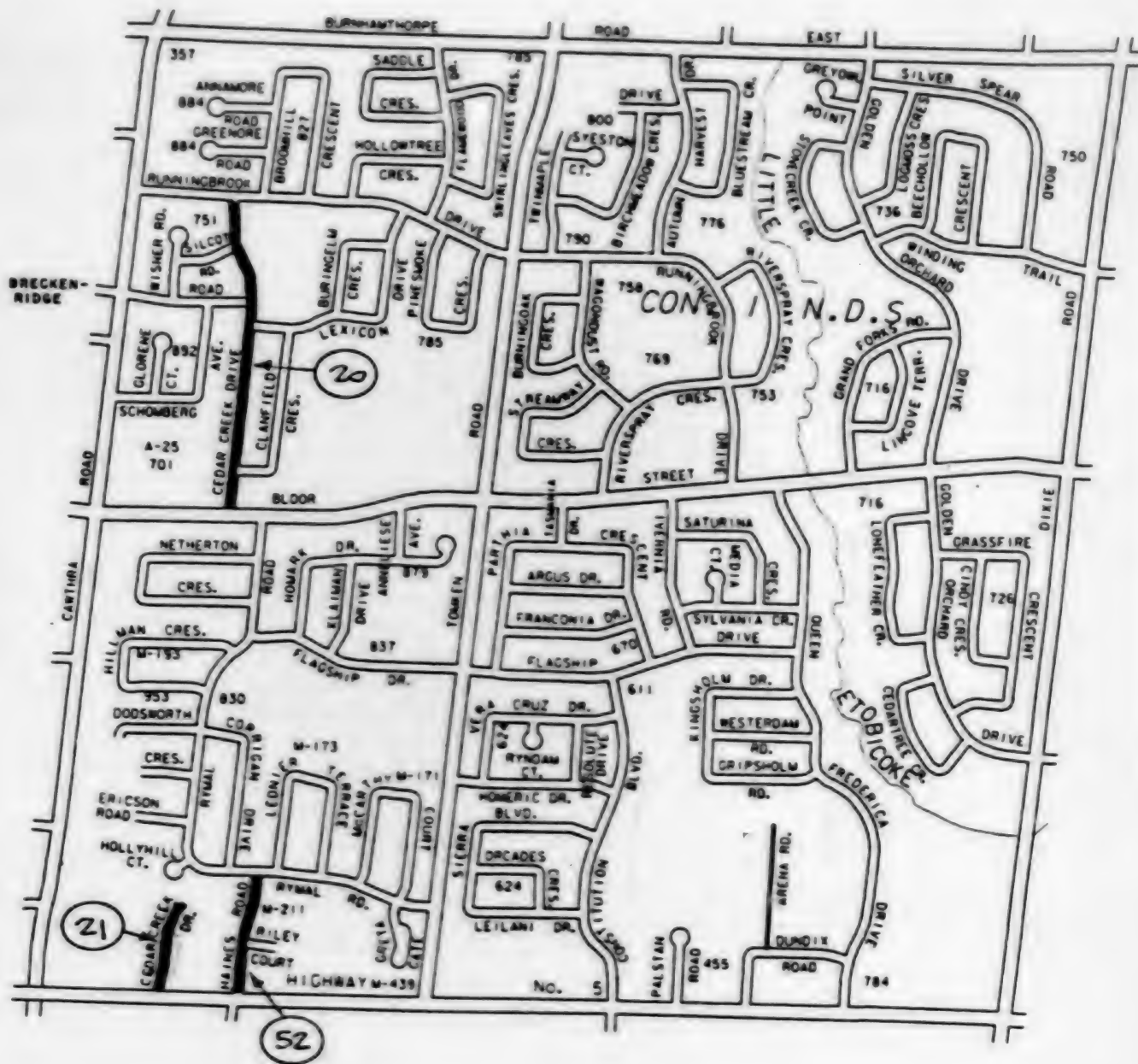


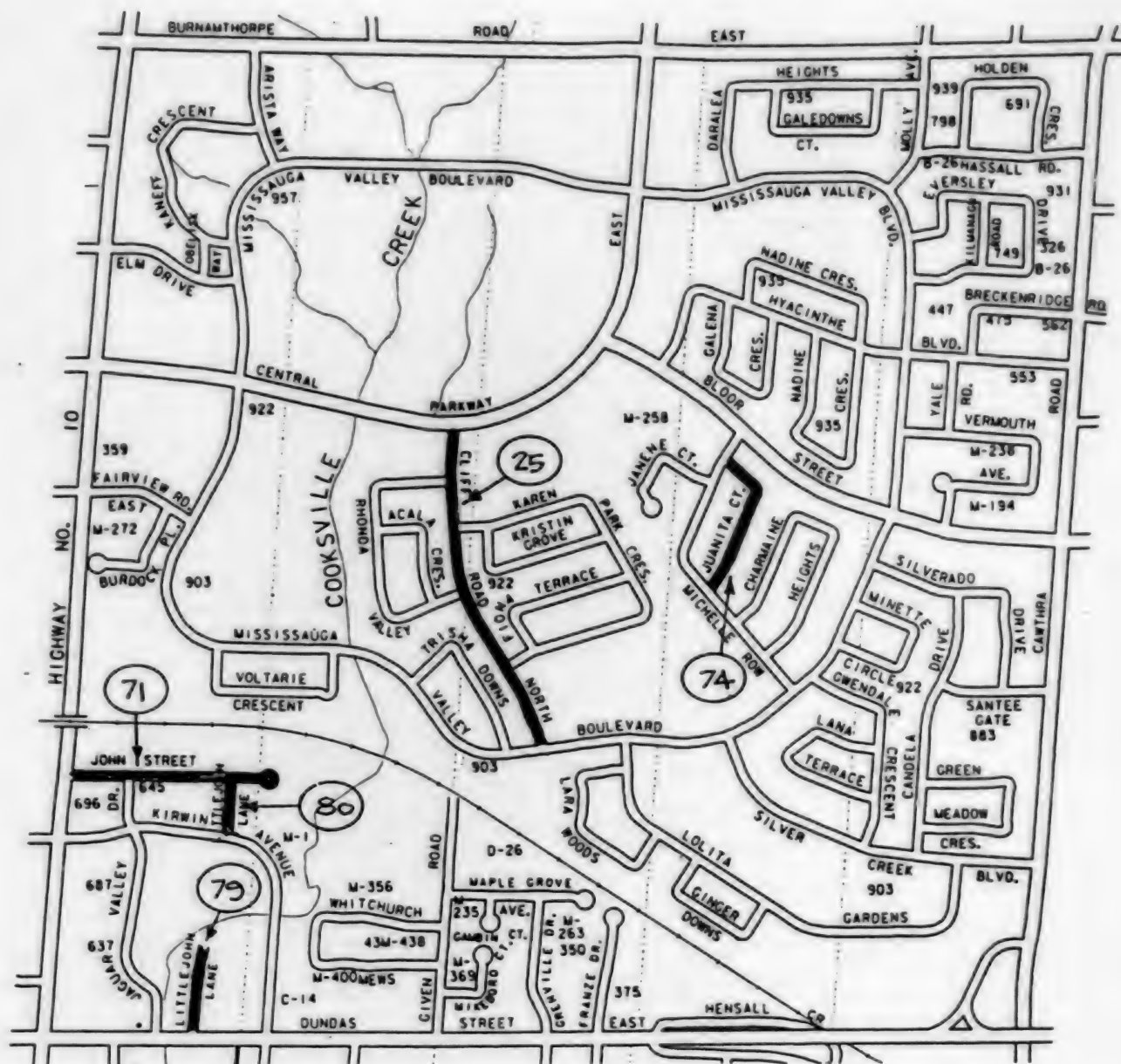




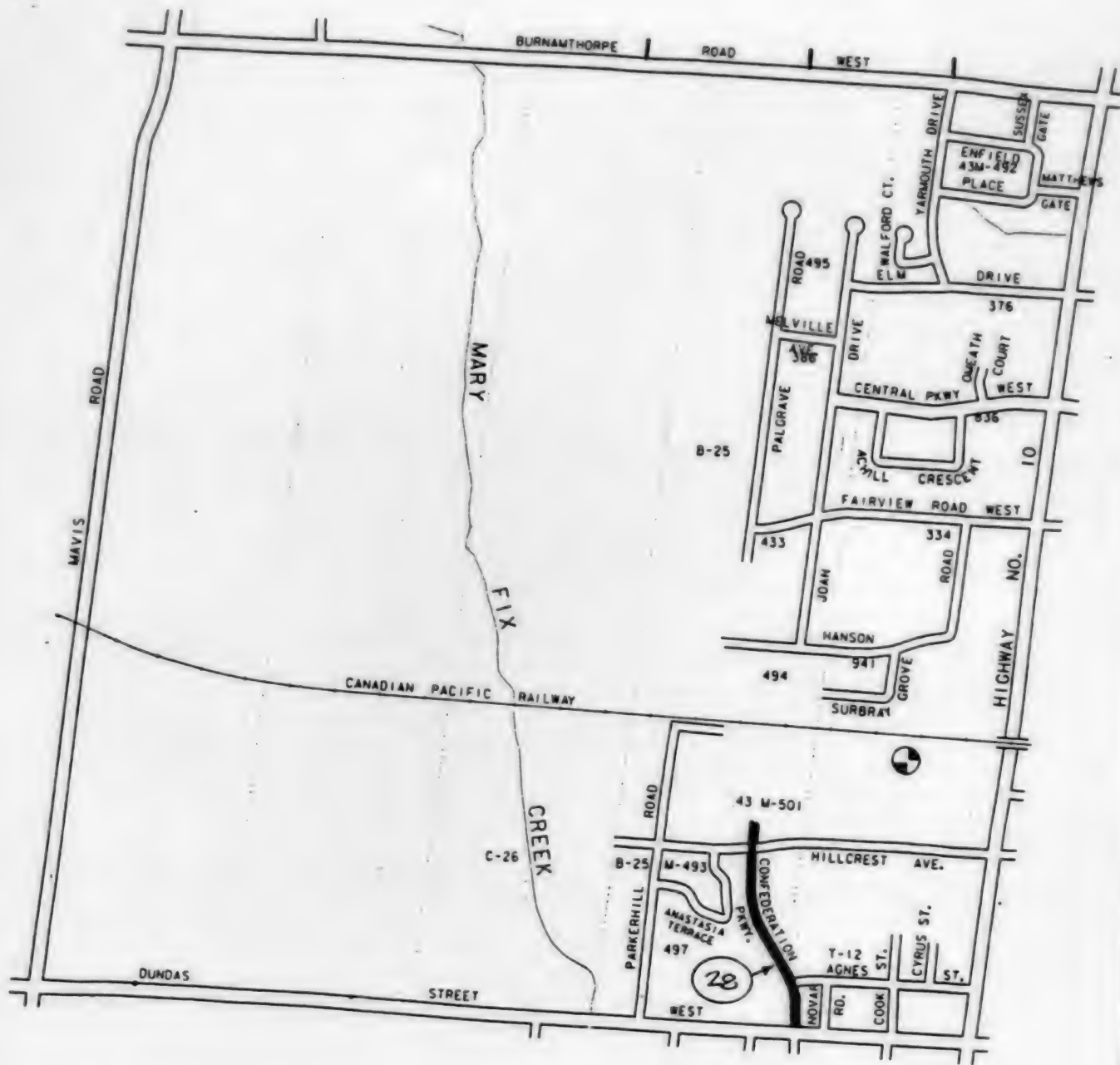


CITY OF ETOBICOKE







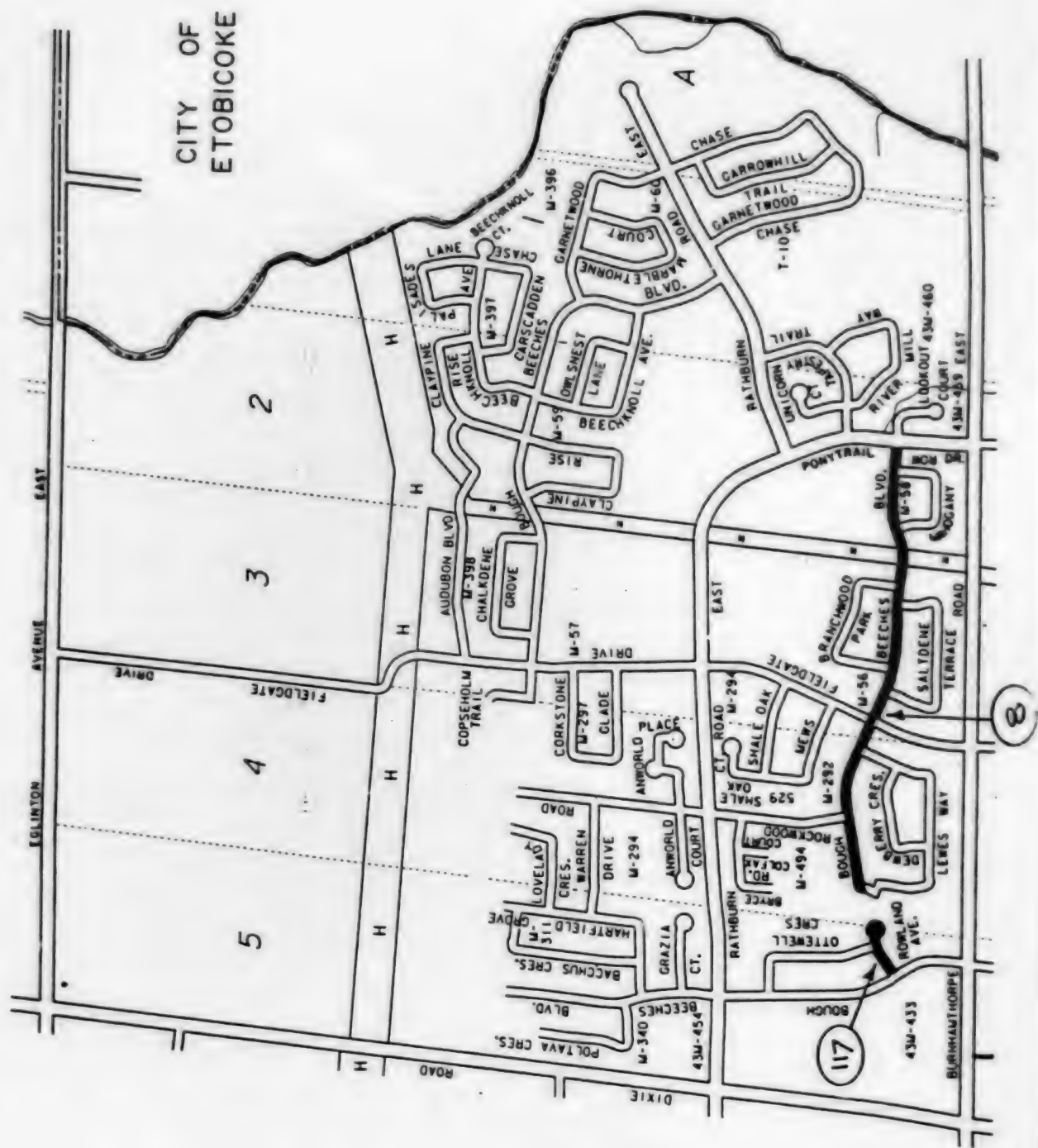


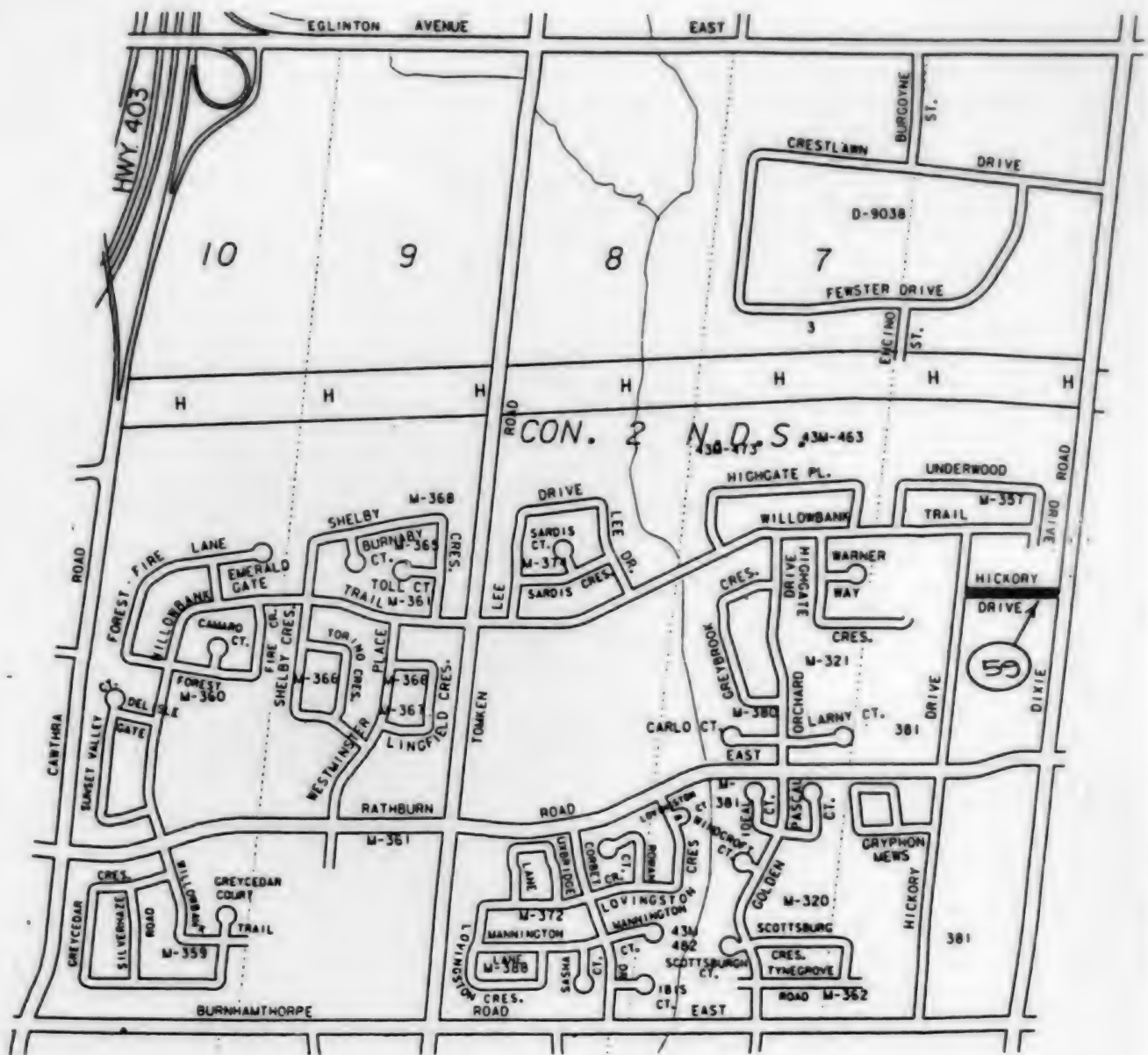








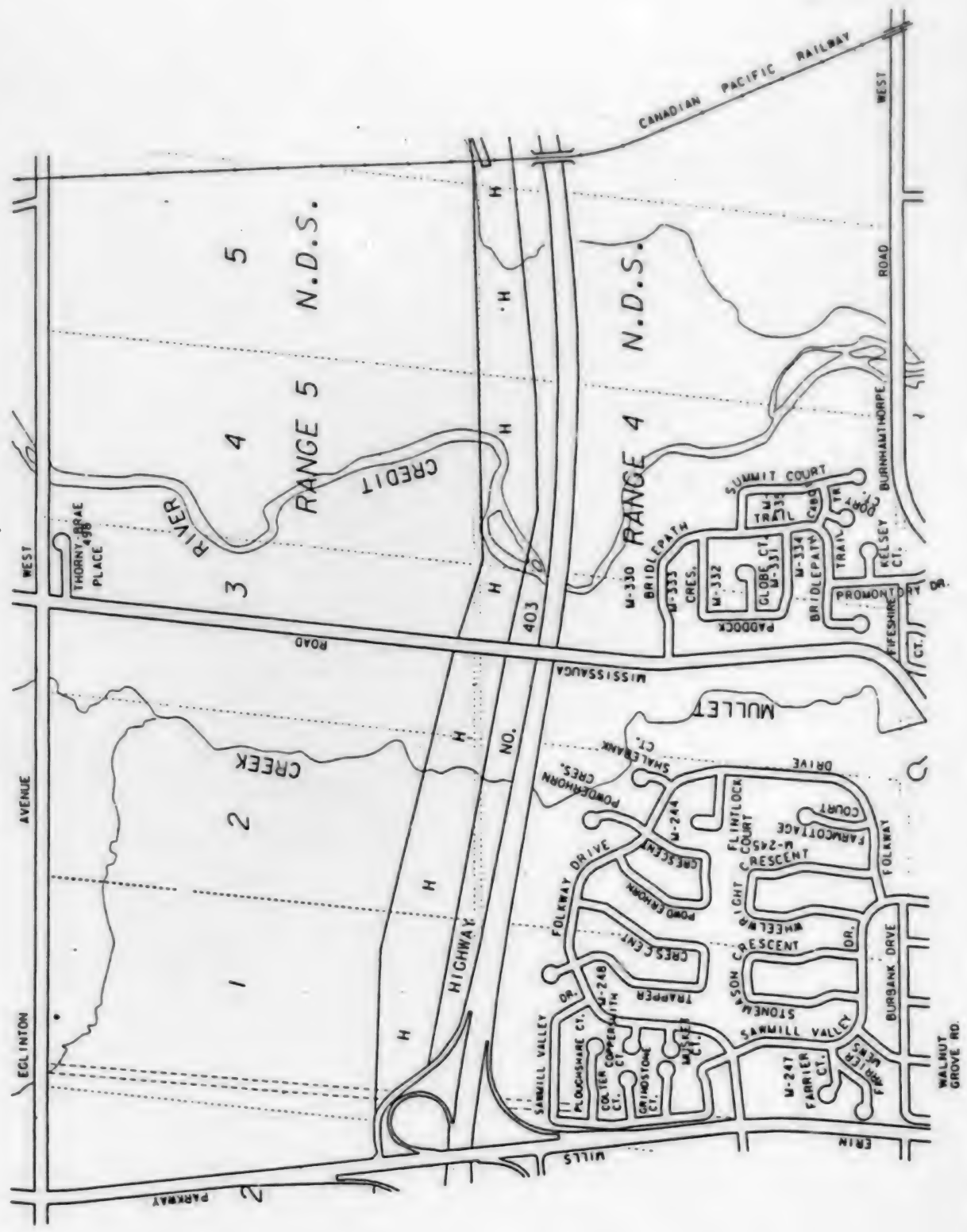




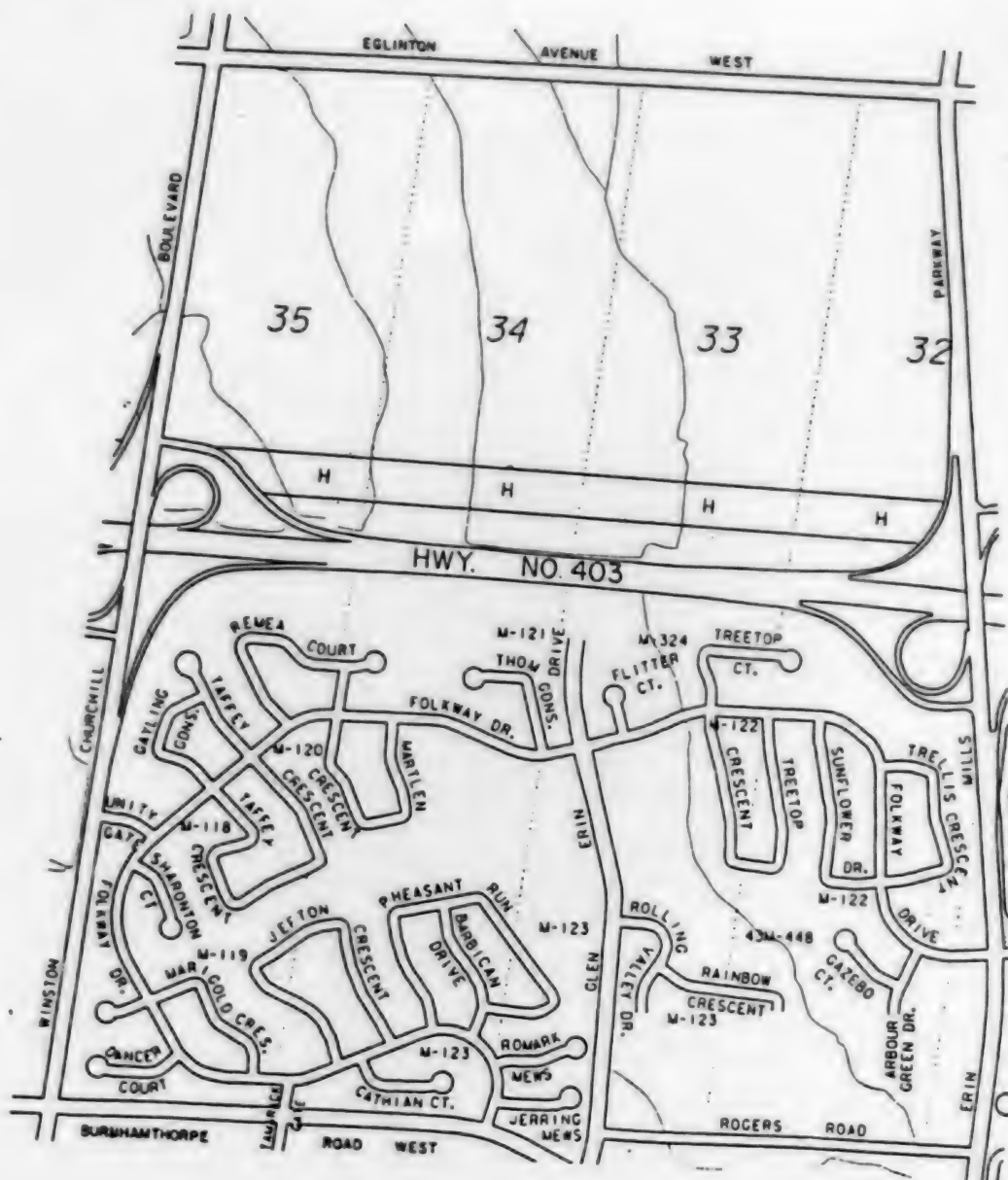


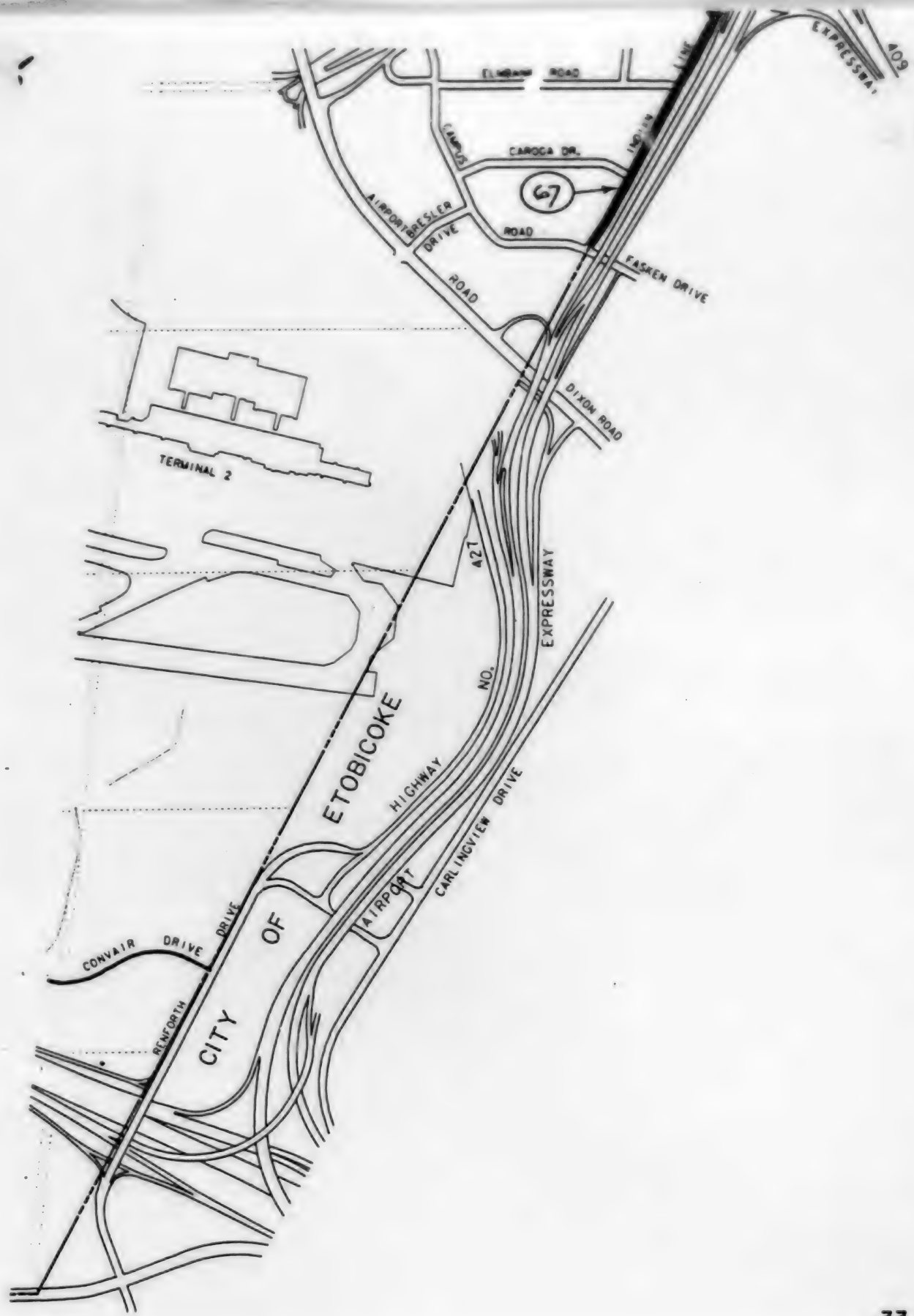


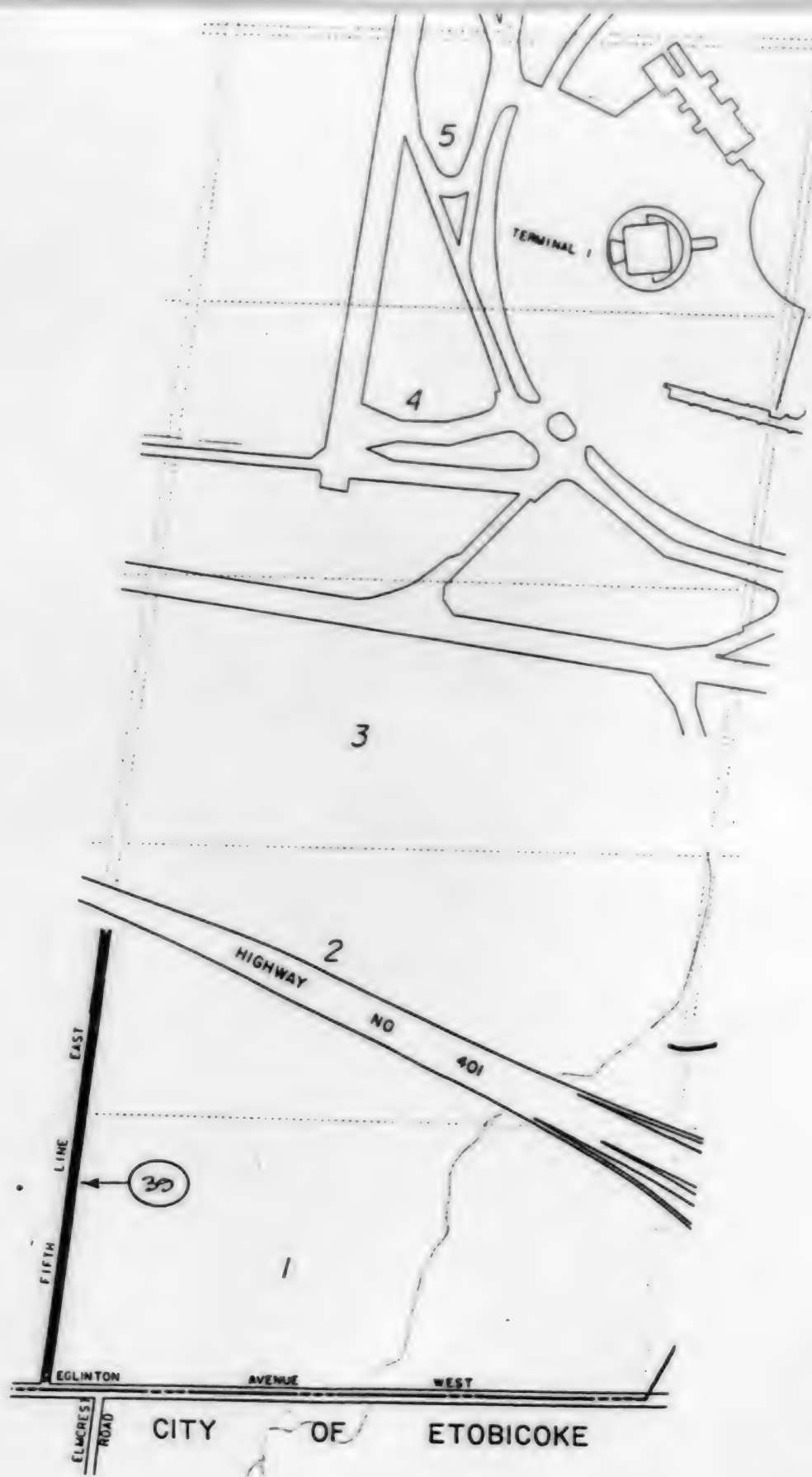






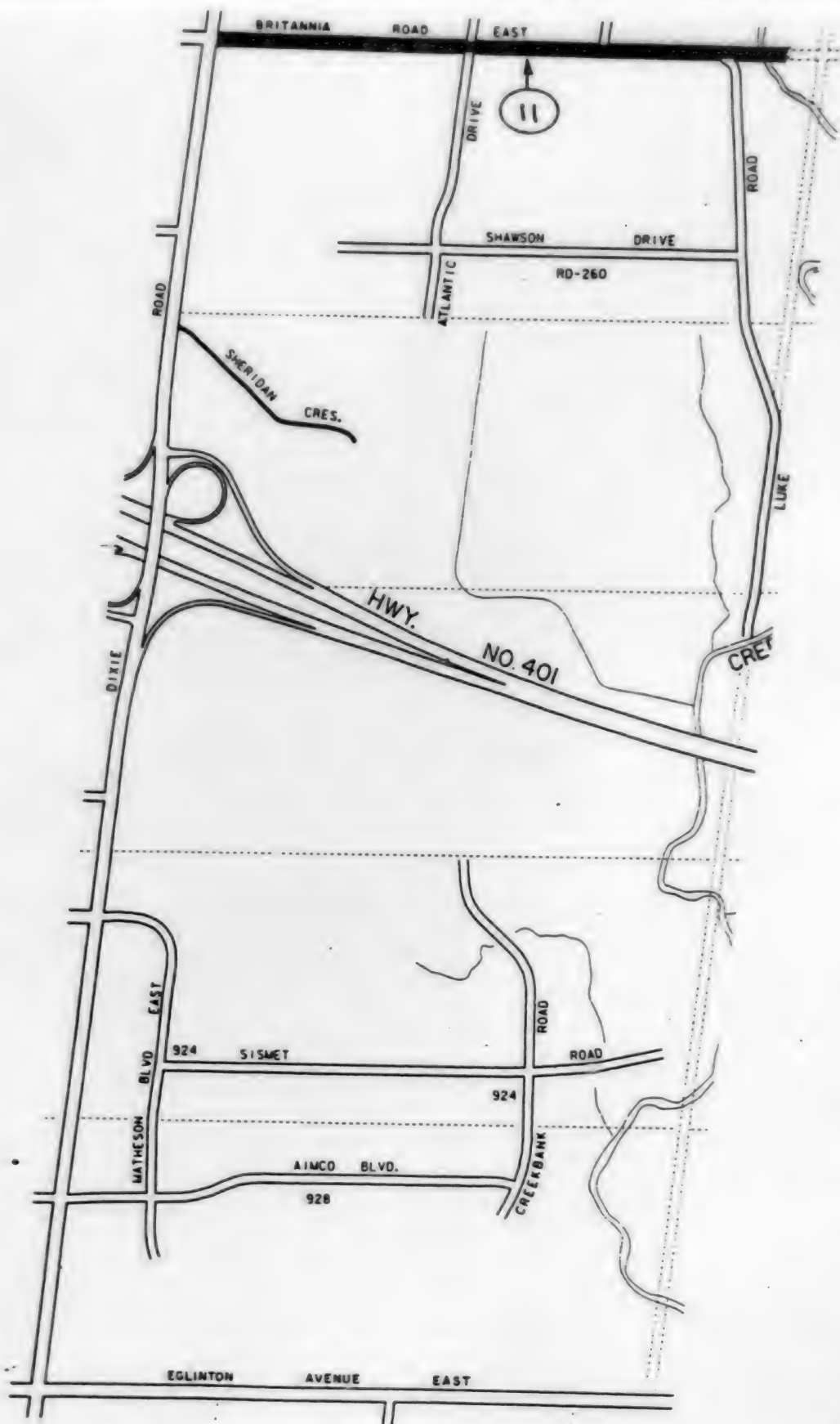




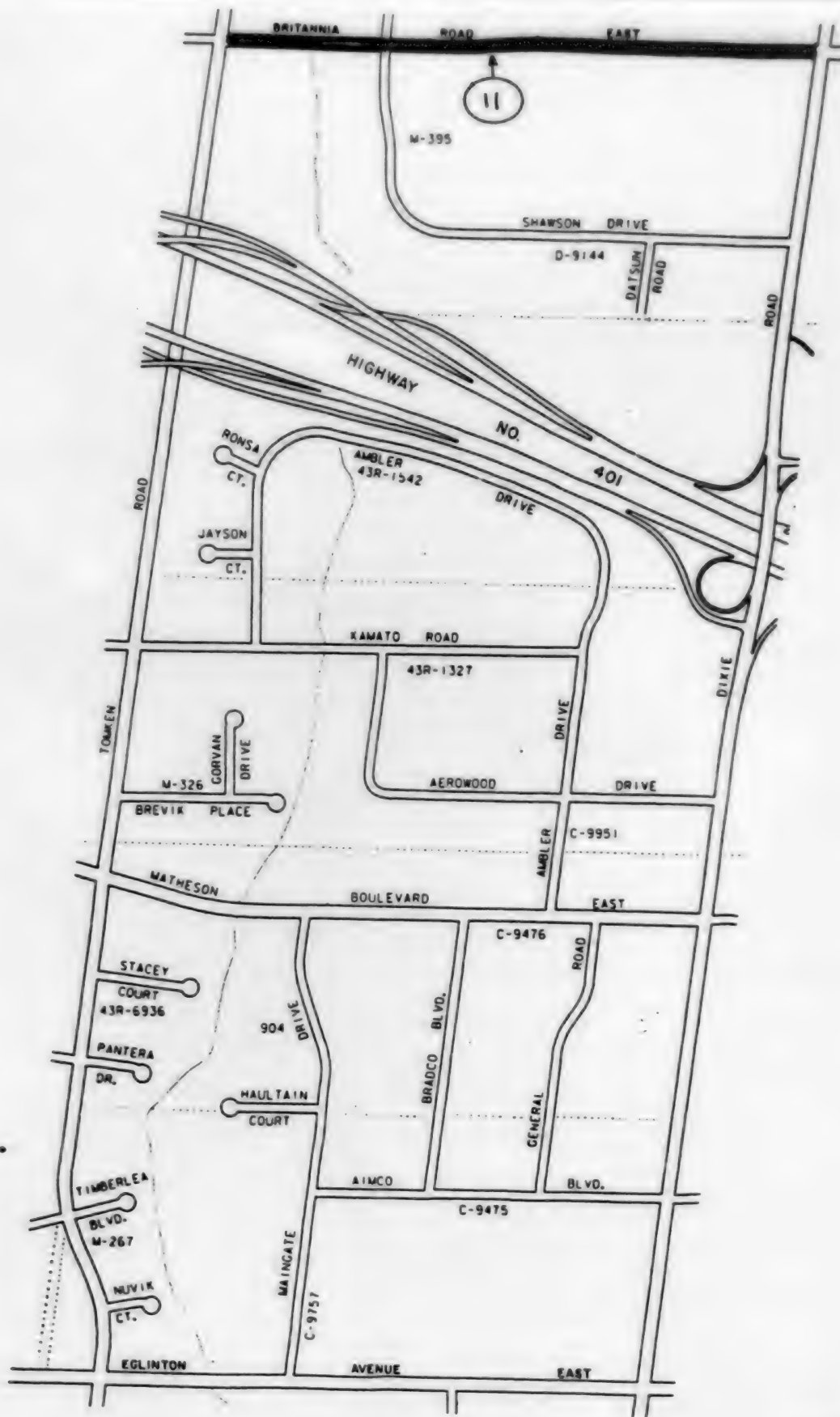


34E

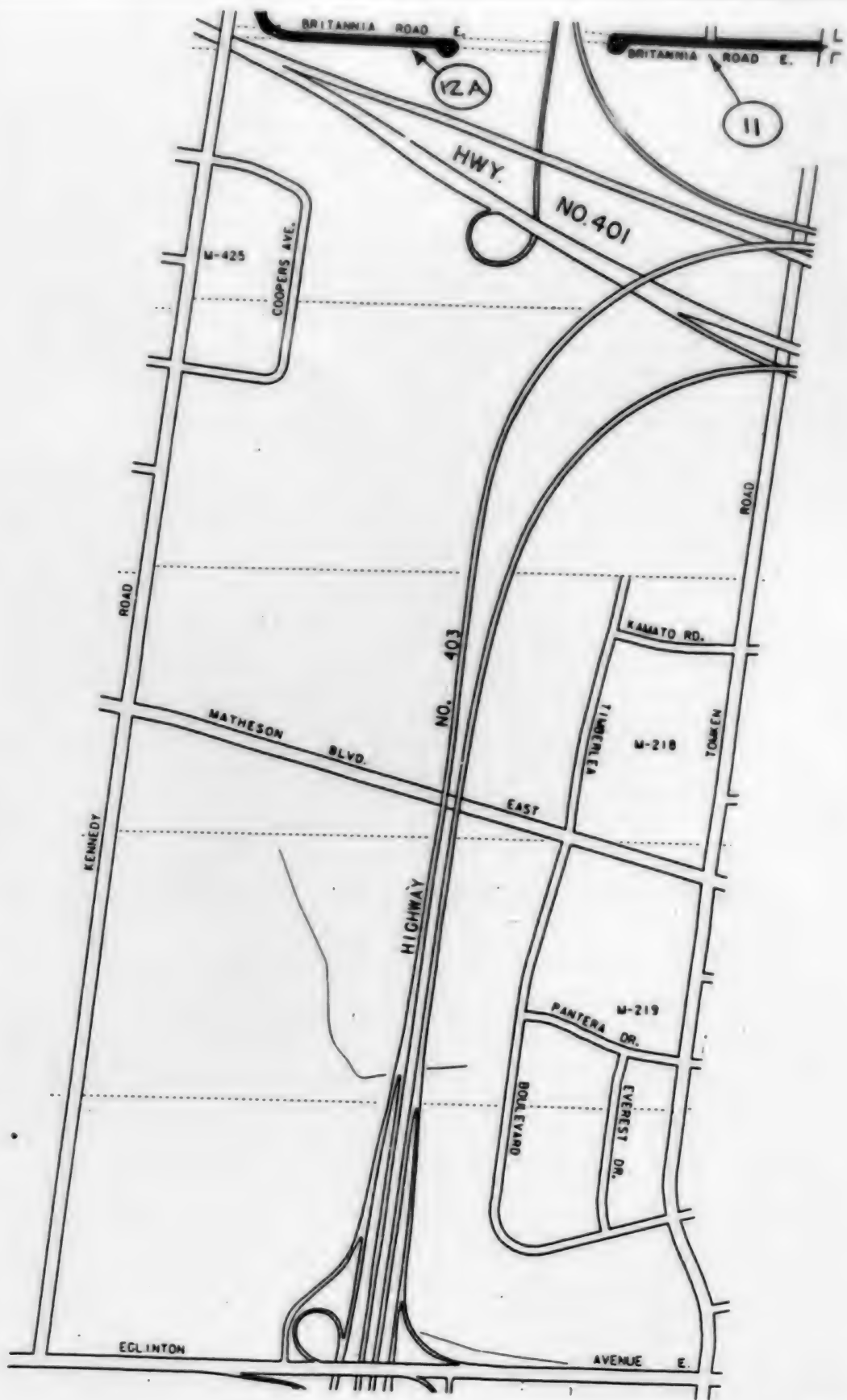




35E

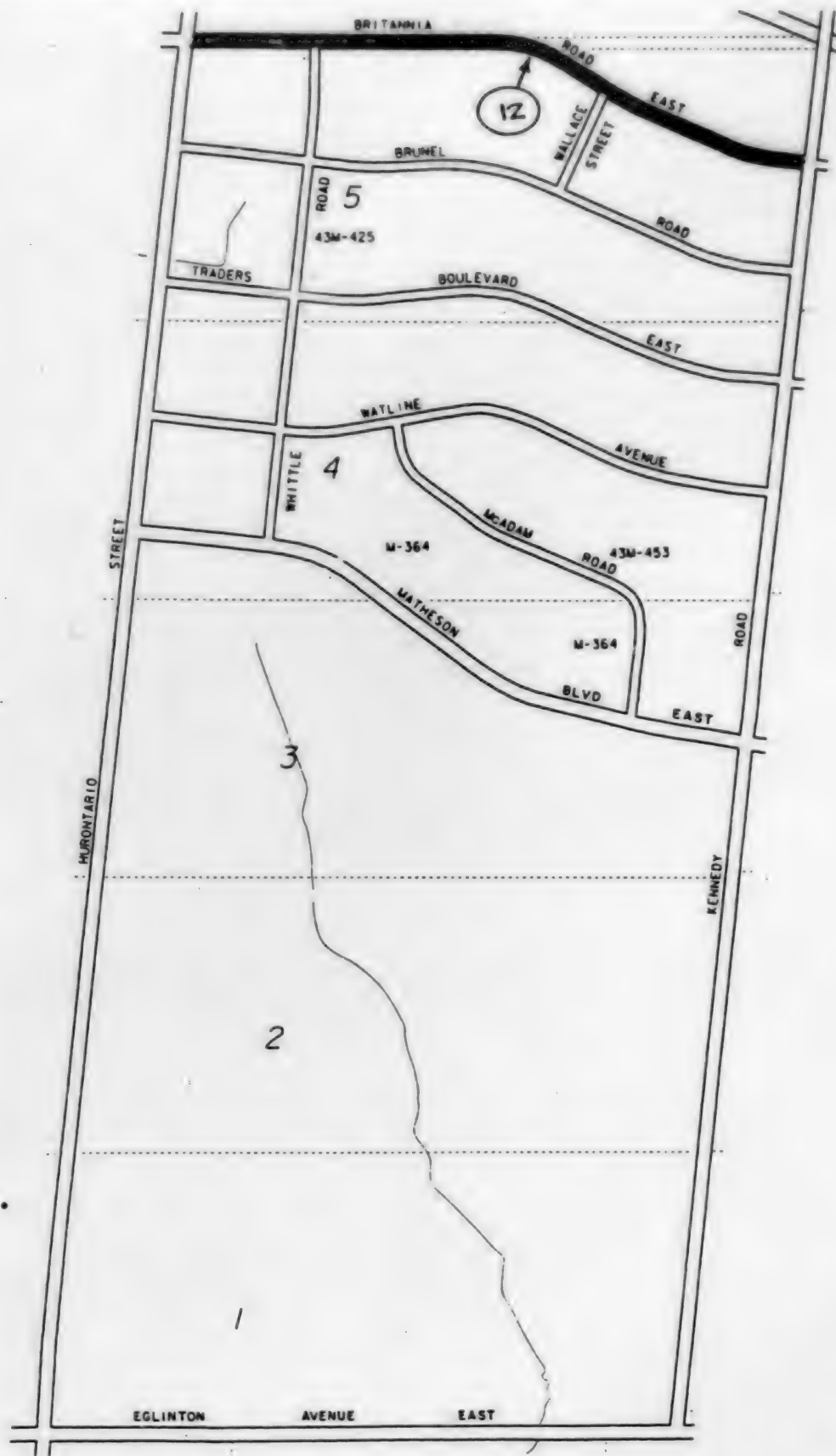


35 W

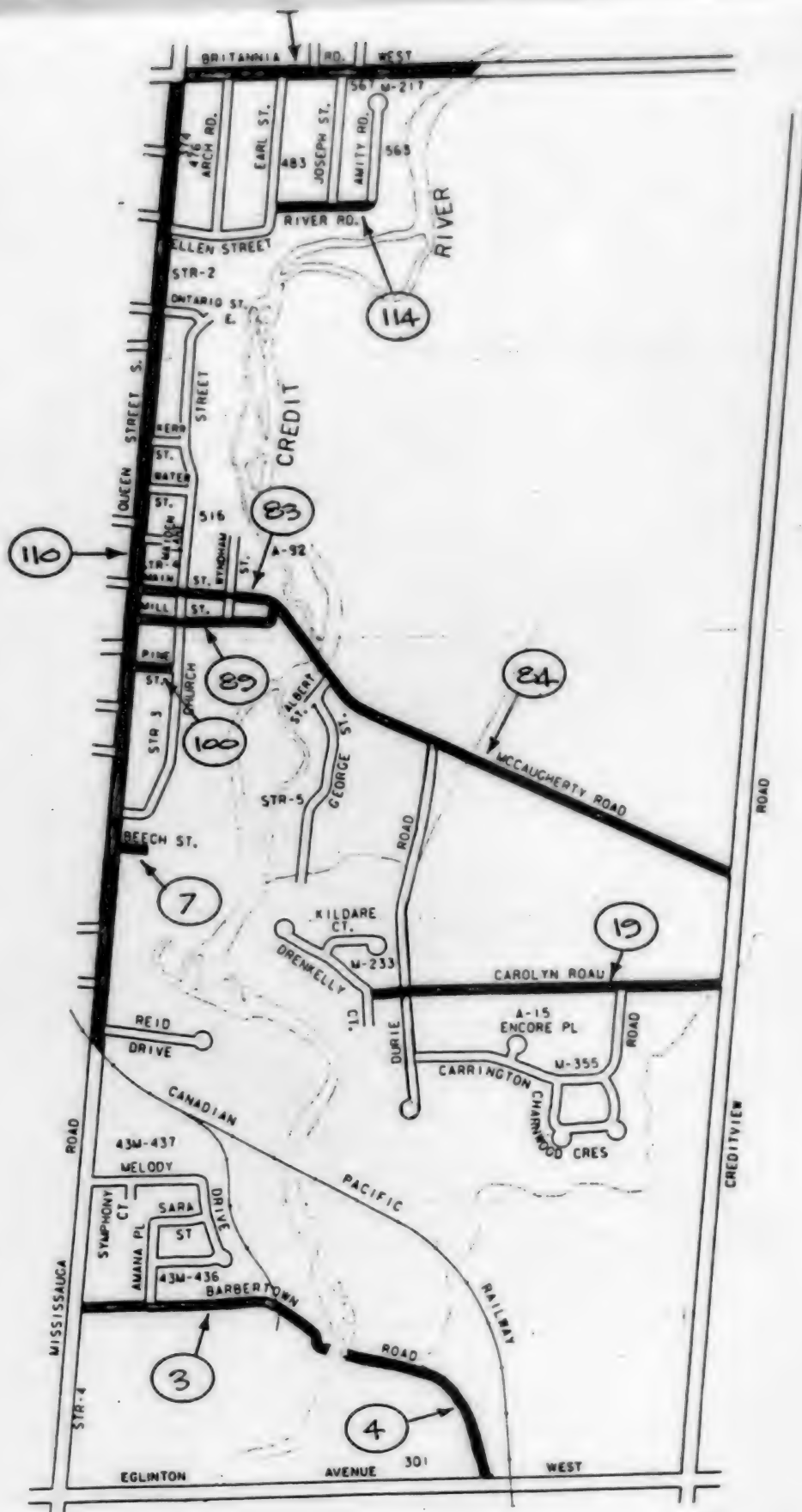


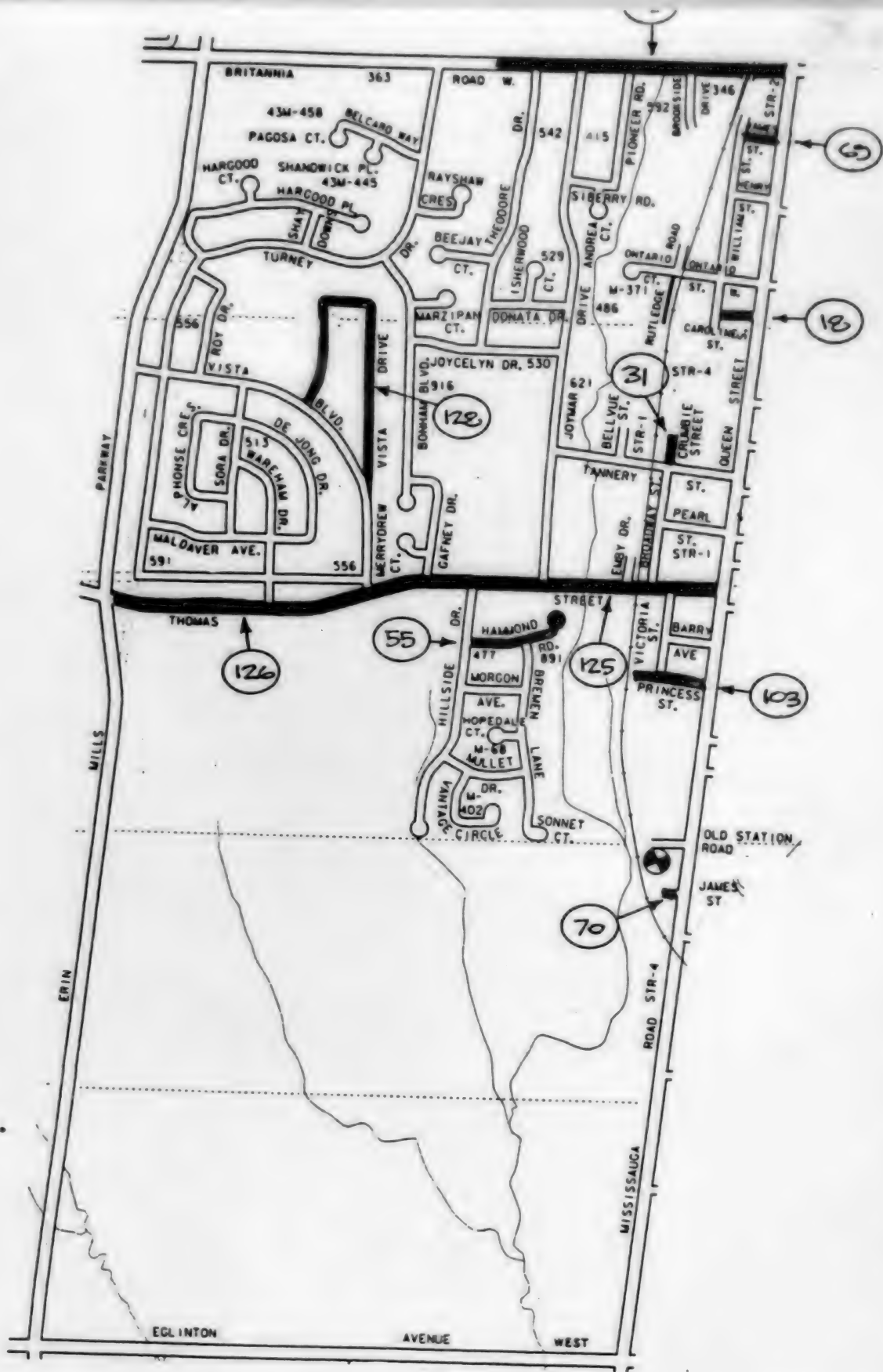
36E



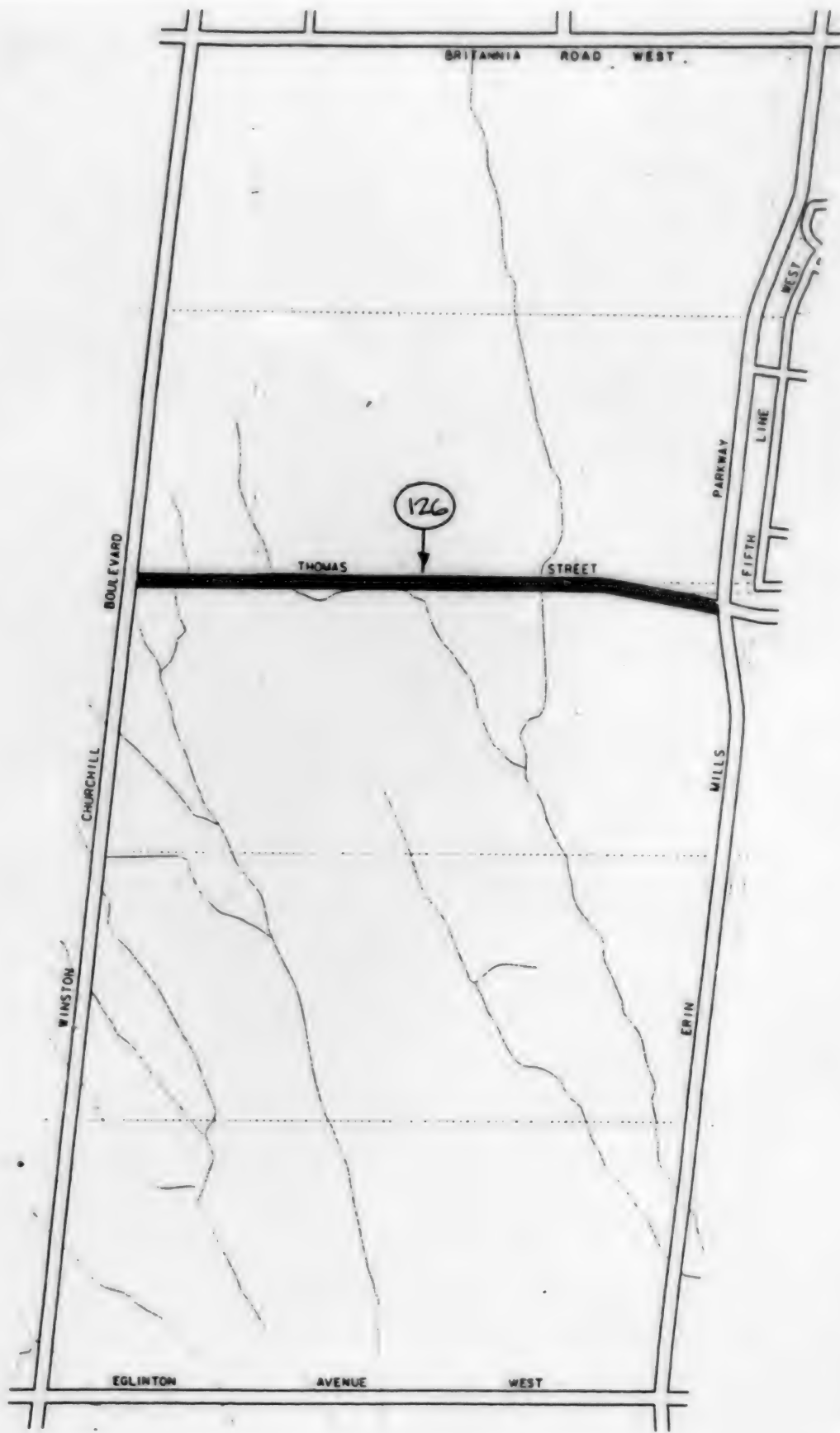


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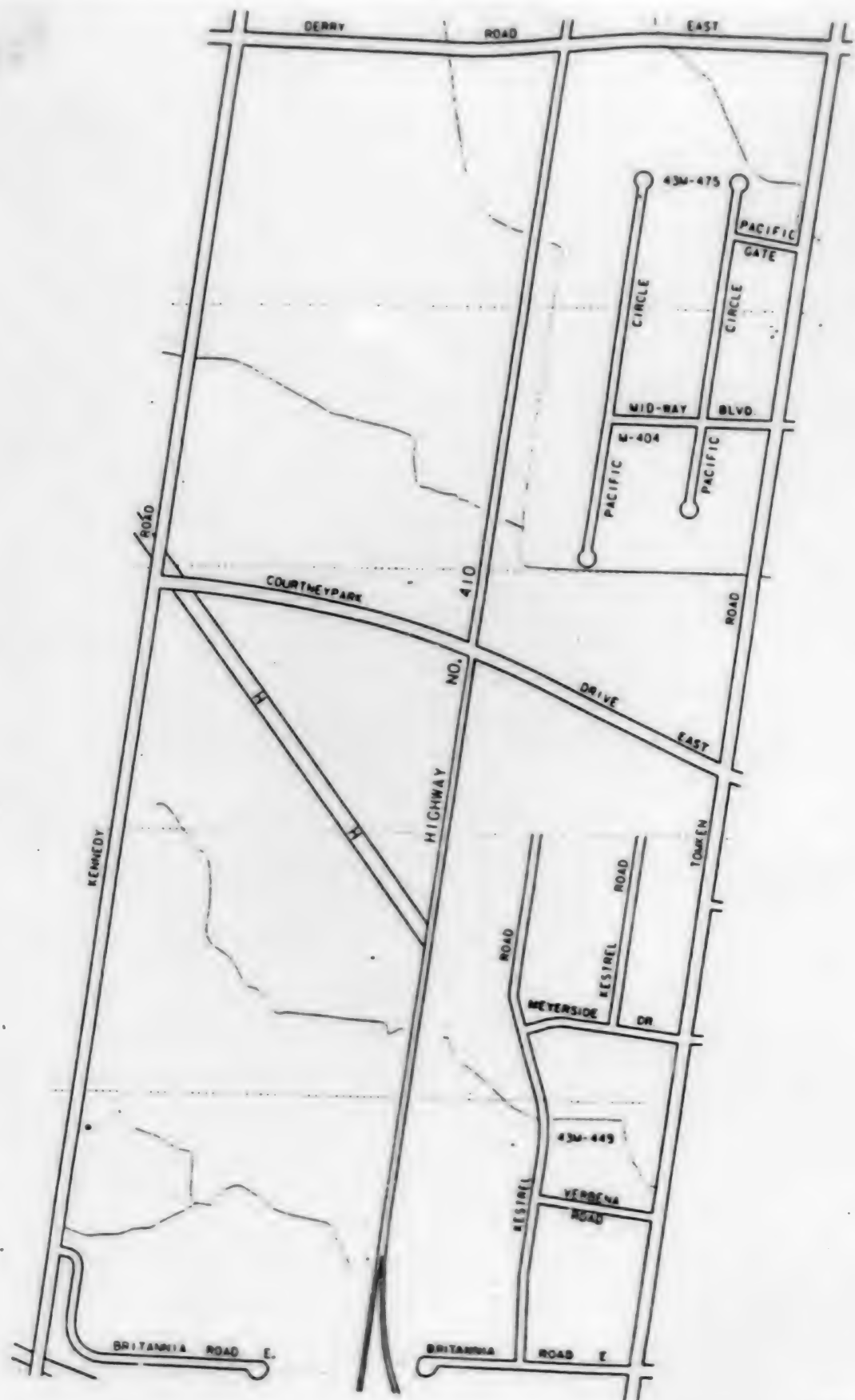








39W

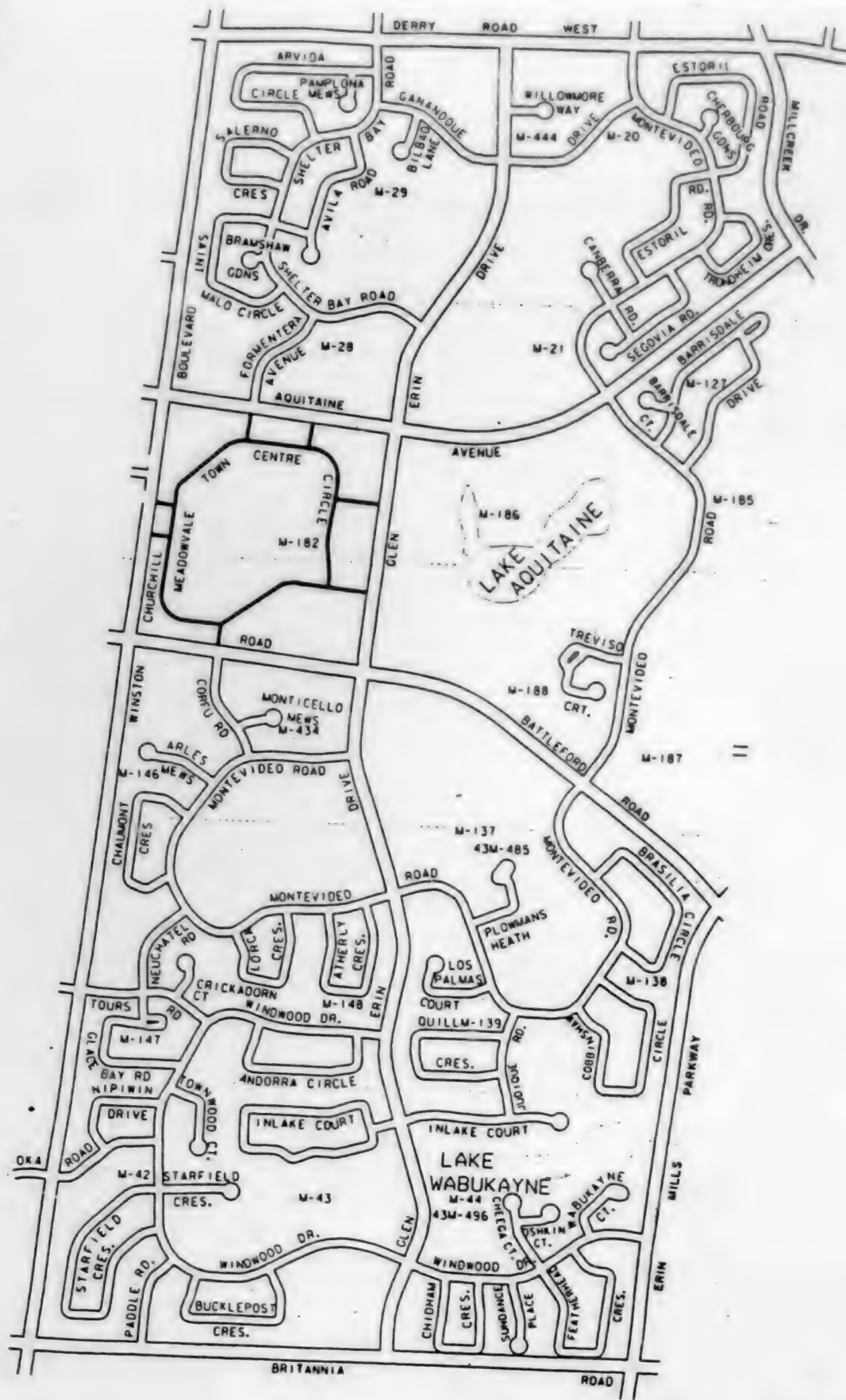


43E









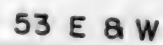


CITY OF BRAMPTON







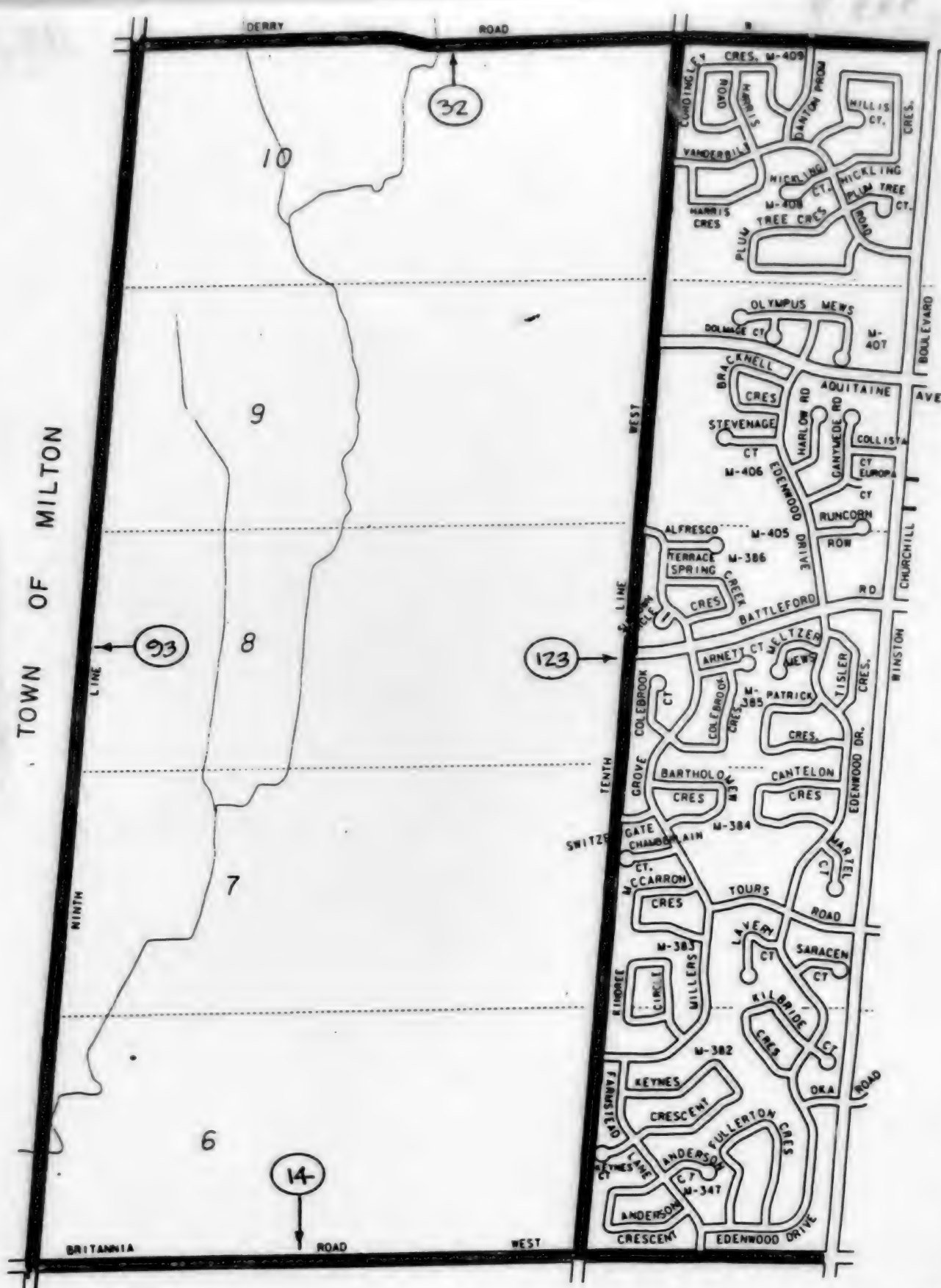


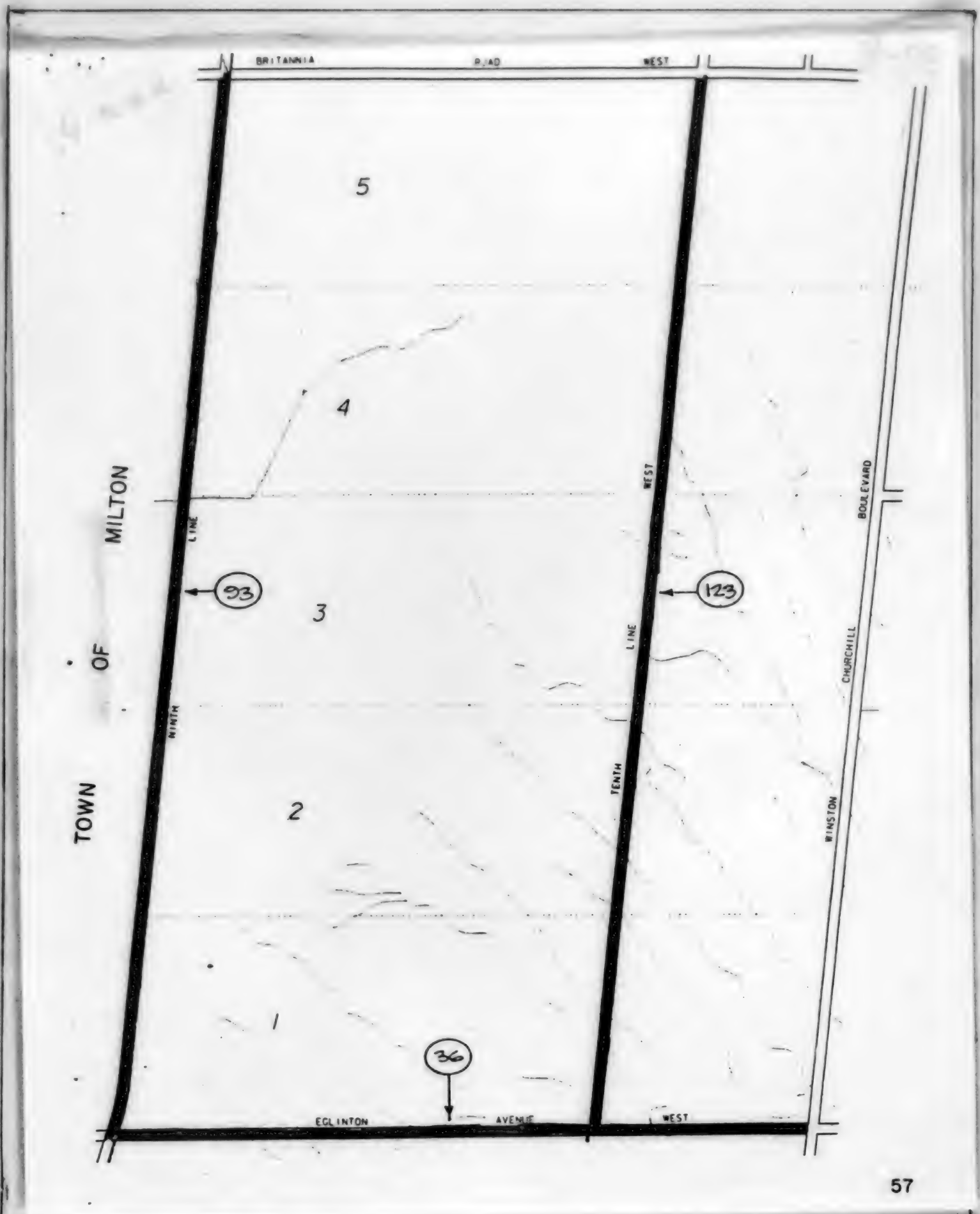


54 E & W



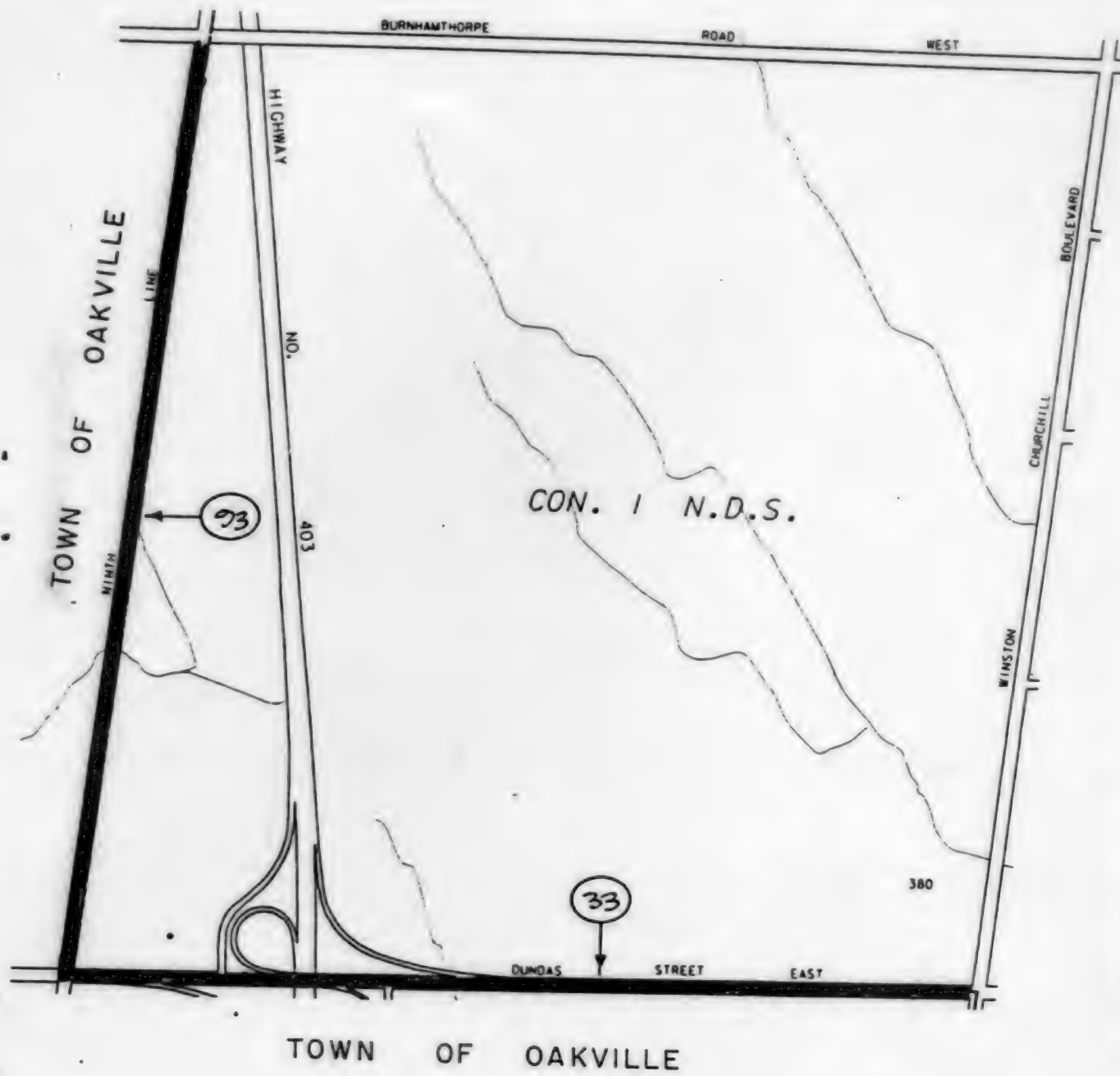
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5.a

## STANDARD POLICY

S.P. No.

PAGE No.  
1 of 2

SUBJECT:

WALKWAYS

Department  
Rec. & ParksNew  
X Revised Aug./83SIGNAGE OF

That signs be erected on all Mississauga Public Connecting walkways stating the prohibition of motorized vehicles and quoting the appropriate by-law number; and

That the walkways in the Park Royal Area be given priority.

Resolution #509 - August 11, 1975

PEDESTRIAN AND CYCLE SYSTEM

1. That the Recreation and Parks Department continue, in conjunction with other City departments, to ensure the provision of a safe and efficient pedestrian/cycle system in accordance with established criteria in all new plans of subdivision.
2. That the Recreation and Parks Department continue to evaluate the established systems for successful use and for improvements to future walkway systems.

General Committee - June 8, 1977  
Council - June 13, 1977

STANDARDS

That the provision of walkways in residential subdivisions be continued in accordance with the following standards:

1. 10 feet wide, concrete paved, with curb cuts at streets for the handicapped.
2. Fences be flanked by 6-foot high block vinyl coated chain link fences with no clearance at grade.
3. Developers be required to install screen planting on the lots adjacent to walkways to the satisfaction of the City of Mississauga.
4. To be located on the driveway side of adjacent lots, and house walls facing walkways be windowless.
5. Bollards be installed at both ends of walkways to deter motorized vehicles; such bollards may be collapsible if the walkway is also designated as access for emergency vehicles.
6. Where required, non-glare lighting be installed to discourage loitering.

General Committee #736  
Council - June 9, 1980







# City of Mississauga

## MEMORANDUM

FILES: 14 111 00001  
11 141 00039

5.

To Mayor and Members

Dept. Public Works Committee

REGISTRY No 60

JAN 4 1985

From W. P. Taylor, P. Eng.

No. A00-02-01

FOU-04-01

Dept. Engineering and Works

January 2, 1985

DATE Jan 17/85

### SUBJECT:

Revision to the City's Walkway Policy

### ORIGIN:

Engineering and Works Department

### COMMENTS:

As part of the City's Walkway Policy, as adopted by Council in June of 1980, Standard No. 4 states that walkways are "to be located on the driveway side of adjacent lots, and house walls facing walkways be windowless."

Since that policy was adopted, these offices have received numerous complaints from developers, builders, and architects indicating that the second part of this standard requirement (ie: house walls facing walkways be windowless) is generally too restrictive.

Recognizing that when this policy was adopted, Council determined that all walkway fencing should be six feet (1.83 m) in height instead of the previously acceptable height of four feet (1.2 m), we feel that this fencing height increase, together with the commonly required screen planting, will adequately deal with the previously reported problems of "broken windows" and "reduced privacy."

Accordingly, we find that we can support the opinions of the developers, builders, and architects and can recommend that "house walls facing walkways be windowless" be deleted from the City's Walkway Policy, as adopted in June of 1980.

### RECOMMENDATIONS:

- (1) That "house walls facing walkways be windowless" be deleted from Standard No. 4 of the City's Walkway Policy, as adopted in June of 1980.
- (2) That the Building Department be advised that notwithstanding what is indicated in Schedule C of various residential Servicing Agreements, the City will permit windows in house walls that face walkways.

RWB/br  
0362E/22E

FORM 145

cc: E. Halliday/A. Franks/R. Osborne/O. Terminesi/B. Swedak/M. Boyd

William Taylor  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

# STANDARD POLICY

S.P. No.

5.5

SUBJECT:

PAGE No.

2 of 2

WALKWAYS (CONTINUED)

Department

New

Revised

7. That future Servicing Agreements for residential plans of subdivisions involving the construction of walkways:
  - (a) not require the construction of such walkways prior to the issuance of building permits for adjacent lots;
  - (b) require the developer to clearly sign the location of all such walkways within the concerned subdivision to the satisfaction of the Commissioner of Engineering & Works prior to the issuance of building permits;
  - (c) require a restriction to be placed on the title of lots adjacent to such walkways which would prohibit the transference of said lots to private homeowners until the walkway had been constructed to the satisfaction of the Commissioner of Engineering & Works, and the City Clerk has provided a release on title to said restriction once it has been complied with.
8. That Financial Agreements or Lot Drainage and Occupancy Agreements for residential plans of subdivisions involving the construction of walkways, which have not reached final Engineering Submission Stage as of August 17, 1983, contain advisement to the owners and future owners of lots adjacent to walkways that they abut a walkway and of the above requirements in the Servicing Agreement.

Public Works Committee - August 10, 1983  
Council - August 17, 1983







City of Mississauga

17-111-84142

## MEMORANDUM

To Councillor D.J. Culham

From W.P. Taylor, P. Eng.

Dept. Ward 6

Dept. Commissioner Engineering &amp; Works

December 11, 1984.

Re: Your Memo dated November 28, 1984  
ALTERNATIVE STREET LIGHTING - PARACON

P. W. DATE

Jan. 17/85

We have reviewed the Markham Hydro standard you forwarded to us with the above memo and are unable to agree with the installation.

This type of installation has been placed in the Heathwood Subdivision in Scarborough and in Markham. We have checked with these two municipalities and found that Scarborough has had enumerable problems and will no longer allow these lights, where Markham had not taken over their first installation and were unable to comment.

This installation was proposed for the Lisgar district in Mississauga and we investigated it thoroughly. We have a prototype in the office for examination.

Our investigation indicated the light was excessively priced at \$900 to \$1,200 per unit as compared to our standard at \$250. The lighting characteristics were poor, and about twice as many lights would be required to provide City Standard lighting. The design of the fixture and the proposed mounting height would indicate a large potential for vandalism and poor life of the internal workings of the luminaire.

Assuming no vandalism, following is an estimated cost of lighting local residential streets with various types of streetlights found in the City. All costs are projected for twenty years and based on the wattage of lamps, the number of lamps and the average per light maintenance costs in 1984 and do not include financing costs.

Light	No. Per KM	Capital Cost per KM	Energy	Maintenance	Total
City Standard	16.7	\$ 52,818.00	\$ 5,845.00	\$ 11,356.00	\$ 70,019.00
Circle Lights	33	72,900.00	17,902.00	22,440.00	113,242.00
Erin Mills	16.7	58,663.00	5,845.00	11,356.00	75,864.00
Meadowvale	33	71,340.00	23,677.00	22,440.00	117,457.00
Lampshade					
Prop. Coach Light	33	109,290.00	15,015.00	22,440.00	146,745.00

...../2

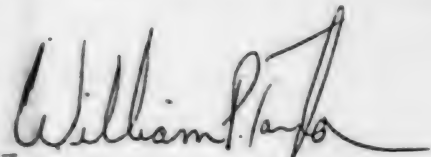


6.a

Following are the unit prices used for estimating:

City Standard Light	\$ 200.00
Circle Light	250.00
Erin Mills Light	300.00
Meadowvale Light	300.00
Coach Light	1,000.00
Concrete Pole	\$ 350.00
Circle Light Pole	200.00
Erin Mills Pole	600.00
Meadowvale Pole	100.00
Coach Light Pole	200.00
Coach Light Pole Base	350.00
Pole Installation Cost	\$ 600.00
Light Standard Installation	290.00
Underground Wiring Cost Installed	\$ 28.77 per metre
Yearly Energy Cost	\$ 175.00 per kilowatt load
Maintenance Cost	\$ 34.00 per light

We trust the above addresses the questions in your memo.



W.P. Taylor,  
Commissioner Engineering & Works.

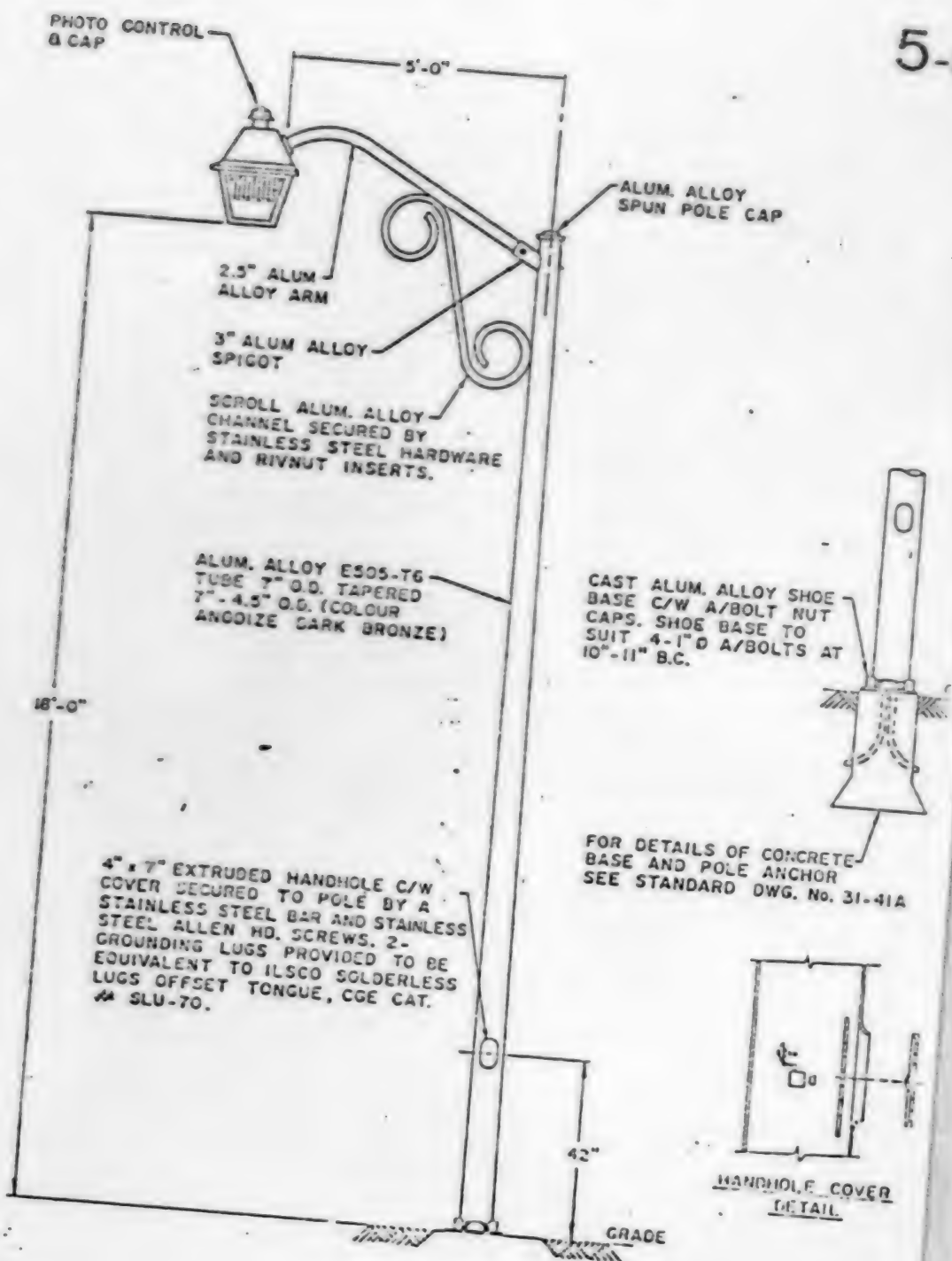
*W.P.*  
DWR:VS

cc: R.W. Barker  
E.M. Halliday

6.b

# MARKHAM HYDRO

5-26



CHECKED

APPROVED

ORNAMENTAL STREET

MEMORANDUM

6.c

W. P. Taylor, Commissioner

From David J. Culham

Engineering and Works

Dept. Councillor Ward 6

November 28, 1984

Re: Alternative Street Lighting - Paracon

It is my understanding Paracon are requesting the ornamental street lighting (see attached).

Obviously you are going to look at this within the practical framework of policy to see if they are feasible without having replacement as well as maintenance problems. If, however, you see merit, is it possible that we could establish several alternative lighting systems which could then be applied elsewhere?

You will recall, we had a request in Erindale Village to go to a similar modification at the time of relamping that neighbourhood. We never went further because they never came up with the alternative to evaluate. This proposed lamp, however, is one that could be mounted on the existing wood poles, providing the desired illumination standards while being an improved design. It may be that a neighbourhood in a relamping program would be willing to pay the difference in costs.



David J. Culham  
Councillor Ward 6

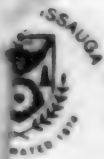
DJC:kd

Encl.

c.c. gwin

*cc - has seen*  
*RRB*  
*91/8*





7.

# City of Mississauga

## MEMORANDUM

Ref: 17 111 81142

11 141 0039

RECEIVED

Chairman and Members of

General Committee

REGISTRY No. 11057

From

W.P. Taylor, P. Eng

Dept.

Engineering and Works

DEC 27 1984

No. F.06.02.01

P. W. DATE

Jan 17/85

DEPARTMENT December 14, 1984

DATE

JAN 2 1985

SUBJECT: Alternative Streetlighting for Airport Corporate Centre

SOURCE: Engineering Department

COMMENTS: Ronald Gayowsky Ltd. on behalf of York Hannover, Crouse-Hinds the streetlight manufacturer, and Stress Crete the pole manufacturer, has presented the following proposal to the City in order to use alternative streetlighting in the Airport Corporate Centre.

1) The Luminaires will be Crouse-Hinds A.B.S. Luminaires in both 150 and 250 watt, high pressure sodium versions.

2) There will be a 2 degree upward tilt on the luminaires to avoid the appearance of sag and to improve the roadway illumination characteristics of the proposed lighting.

3) The metal parts of the luminaires will be anodized, and not painted.

4) The illumination levels attained will meet City of Mississauga illumination standards.

5) The luminaires will have a mounting height of 12.2 m (40 ft).

6) Crouse-Hinds will provide a prototype of the luminaires to the City and/or Hydro Mississauga for their comments prior to proceeding with production.

7) The poles will be octagonal, tapered, polished and coloured Saluki bronze direct buried concrete, manufactured to City of Mississauga/Hydro Mississauga specifications, and compatible to mounting the Crouse Hinds Luminaires.

...../2

7.a

- 8) York Hannover will maintain two luminaires of each type and two poles at the respective manufacturers which will be delivered to the City of Mississauga, at no cost to the City, within 48 hours notice, for maintenance purposes. This supply of two luminaires and poles will be maintained for a period of ten years after the acceptance of the last lights in the subdivision by the City of Mississauga.

- RECOMMENDATIONS:
- a) That York Hannover's proposal to install alternative streetlighting in the Airport Corporate Centre subdivision be approved on the conditions that the luminaires and pole manufacture be to the approval of the City of Mississauga and Hydro Mississauga.
  - b) That the mounting height be 12.2 m (40 ft.).
  - c) That the metal parts of the luminaire be anodized and not painted.
  - d) That Crouse Hinds provide a prototype of the proposed luminaire to the City and Hydro Mississauga for their approval prior to production.
  - e) That York Hannover agree to maintain a supply of two (2) luminaires of each type and two (2) poles at the respective manufacturers, which will be delivered to the City, at no cost to the City, within 48 hours notice for a period of ten years after the acceptance of the last streetlights in the Airport Corporate Centre subdivision by the City.

*DWR*  
DWR/lj

Approved by:  
City Manager

*William P. Taylor*  
W.P. TAYLOR, P. Eng.  
COMMISSIONER  
ENGINEERING AND WORKS

c.c. E.M. Halliday



8

City of Mississauga  
MEMORANDUM

To Chairman and Members of the From W.P. Taylor, Commissioner  
Dept. Public Works Committee Dept. Engineering and Works

327

JAN 11 1985

P W. DATE Jan. 17/85

F0207

File: 12 111 00014

November 21, 1984

SUBJECT:

Street Naming Confusion relating to Bough  
Beeches Boulevard.

ORIGIN:

Request from Mayor's Office.

COMMENTS:

This request was prompted by concerns raised by an area resident over the difficulty encountered by an ambulance in locating her residence while responding to an emergency call. This matter has been previously addressed, most recently in our report on duplicate street names. At the time the area residents concerns were raised there were 3 discontinuous sections of Bough Beeches Boulevard (shown as 1, 2 and 3 on attached sketch). Area development has resulted in the portion of roadway connecting sections 1 and 2 being constructed (shown as 4 on attached sketch) thereby reducing the sections of discontinuous roadway to 2. In discussions with the Area Representative, Councillor R. Skjarum, it was suggested that the installation of numerical direction signs at major intersections rather than the renaming of a portion of this roadway could alleviate the confusion in this area while avoiding inconveniencing approximately 240 residents. We consider this to be a viable alternative to renaming in this situation and consequently offer the following recommendation.

... 2



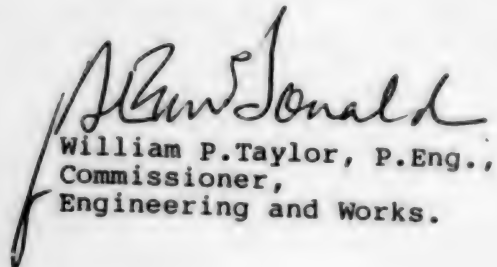
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RECOMMENDATION:

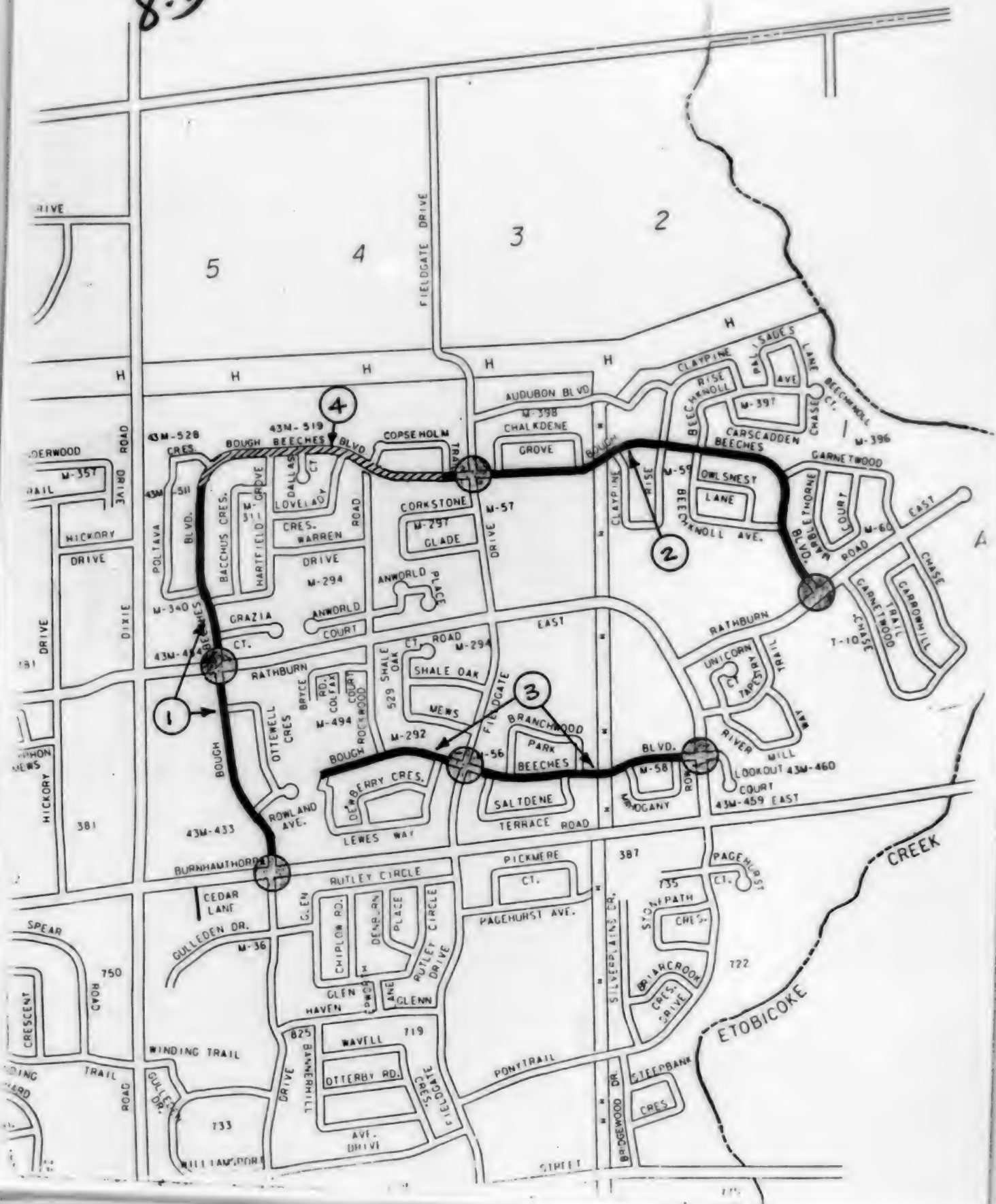
1. That signs depicting the sequence of municipal addresses on Bough Beeches Boulevard be added to the street name signs at the following locations.
  - (a) BOUGH BEECHES BOULEVARD and RATHBURN ROAD EAST
  - (b) BOUGH BEECHES BOULEVARD and RATHBURN ROAD EAST (3 locations)
  - (c) BOUGH BEECHES BOULEVARD and FIELDGATE DRIVE (2 locations)



c.c. Mayor Hazel McCallion  
Mr. E.M. Halliday  
Councillor R. Skjarum

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

8.6





# City of Mississauga

## MEMORANDUM

9.

To: Chairman and Members of the  
Public Works Committee  
From: W.P. Taylor, Commissioner  
Dept. Engineering and Works

328

P. W. DATE Jan 17/85

JAN 11 1985

File: 12 111 00014

T-82024

T-84005

January 10, 1985

F0207

SUBJECT: Proposed Street Names - City of Mississauga

ORIGIN: Engineering and Works Department

COMMENTS: The following proposed street names have been submitted for use within the City of Mississauga.

John D. Rogers and Associates  
-Future Applications

AMPERSAND	LAGOON
BALLINGER	LANCIA
BEACHCOMBER	LEISURE
BULLRUSH	MATILDA
BUCCANEER	MILKWOOD
CARTIER	MONGER
CASCADE	NATHANIEL
CASLOR	OPAL
CHATEAU	REBECCA
COOPER	ROBERT
CUTHBERT	SIBBALD
DAYBREAK	STONEYBROOK
EPHRAM	TALISMAN
EXCALIBUR	TRADEWINDS
ISABELLA	TRAIL BLAZER
JOURNEYMAN	VIEIRA
	YORKSHIRE

Skira and Associates - Oak Glen Manors  
21T-82024M

OAK GLEN	CHESBORO COURT
OAK GLEN TERRACE	CHESTNUT COURT
OAK GLEN BOULEVARD	
GLEN OAKS	



q.a

Chairman and Members of the  
Public Works Committee  
January 10, 1985  
Page 2

Subject: Proposed Street Names

Comments:-cont'd

Ventro Construction Ltd.(21T-84005)

WINGED FOOT CRESCENT

These submissions have been reviewed by the  
Region of Peel Street Names Committee with the  
following names being approved.

John D. Rogers and Associates  
- Future Applications

AMPERSAND	LEISURE
BEACHCOMBER	MATILDA
BUCCANEER	MILKWOOD
CARTIER	MONGER
CHATEAU	OPAL
EXCALIBUR	REBECCA
JOURNEYMAN	TRADEWINDS
LAGOON	TRAIL BLAZER
LANCIA	YORKSHIRE

Skira and Associates Ltd.  
- Oak Glen Manors (21T-82024M)

GLEN OAKS  
CHESBORO

Ventro Construction Ltd. (21T-84005)

WINGED FOOT CRESCENT

The remaining names were not approved due to  
duplications, spelling or pronunciation  
difficulties.

... 3

Chairman and Members of the  
Public Works Committee  
January 10, 1985  
Page 3

9.6

Subject: - Proposed Street Names

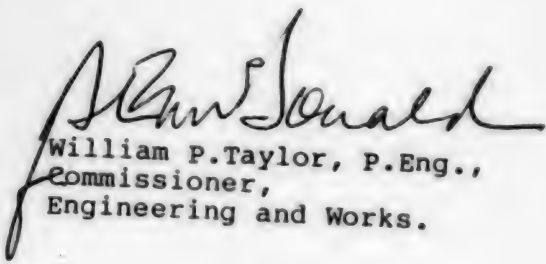
- RECOMMENDATIONS: 1. That John D. Rogers and Associates be advised that the following names have been approved and are reserved for their use in future developments.

AMPERSAND	LEISURE
BEACHCOMBER	MATILDA
BUCCANEER	MILKWOOD
CARTIER	MONGER
CHATEAU	OPAL
EXCALIBUR	REBECCA
JOURNEYMAN	TRADEWINDS
LAGOON	TRAIL BLAZER
LANCIA	YORKSHIRE

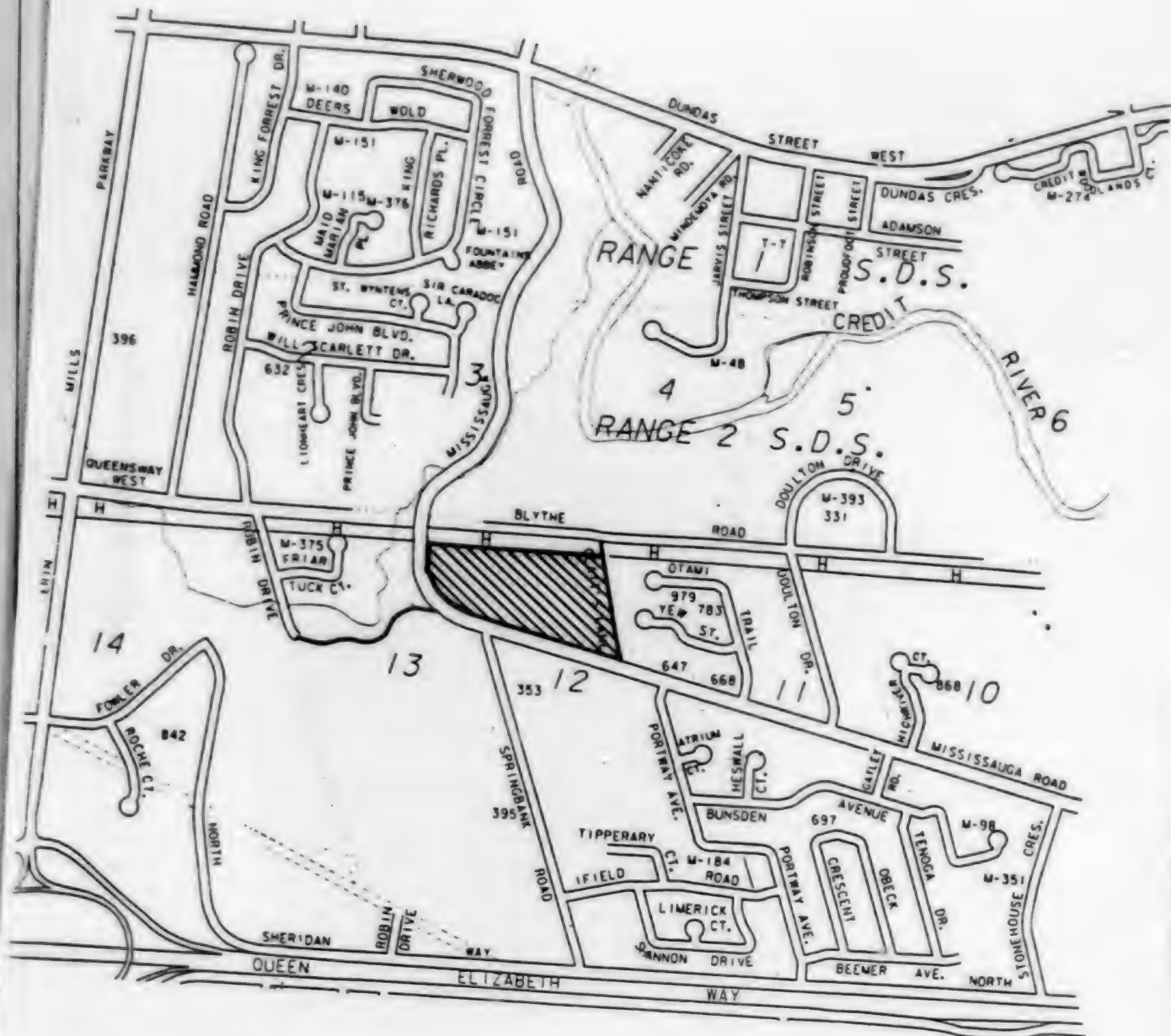
2. That Skira and Associates Ltd. be advised that the names GLEN OAKS and CHESBORO are approved for use in the Oak Glen Manors Development (21T-82024M).
3. That Ventro Construction Ltd. be advised that the name WINGED FOOT CRESCENT is approved for use in development 21T-84005.

PJD/st

c.c. Mr. E.M. Halliday

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

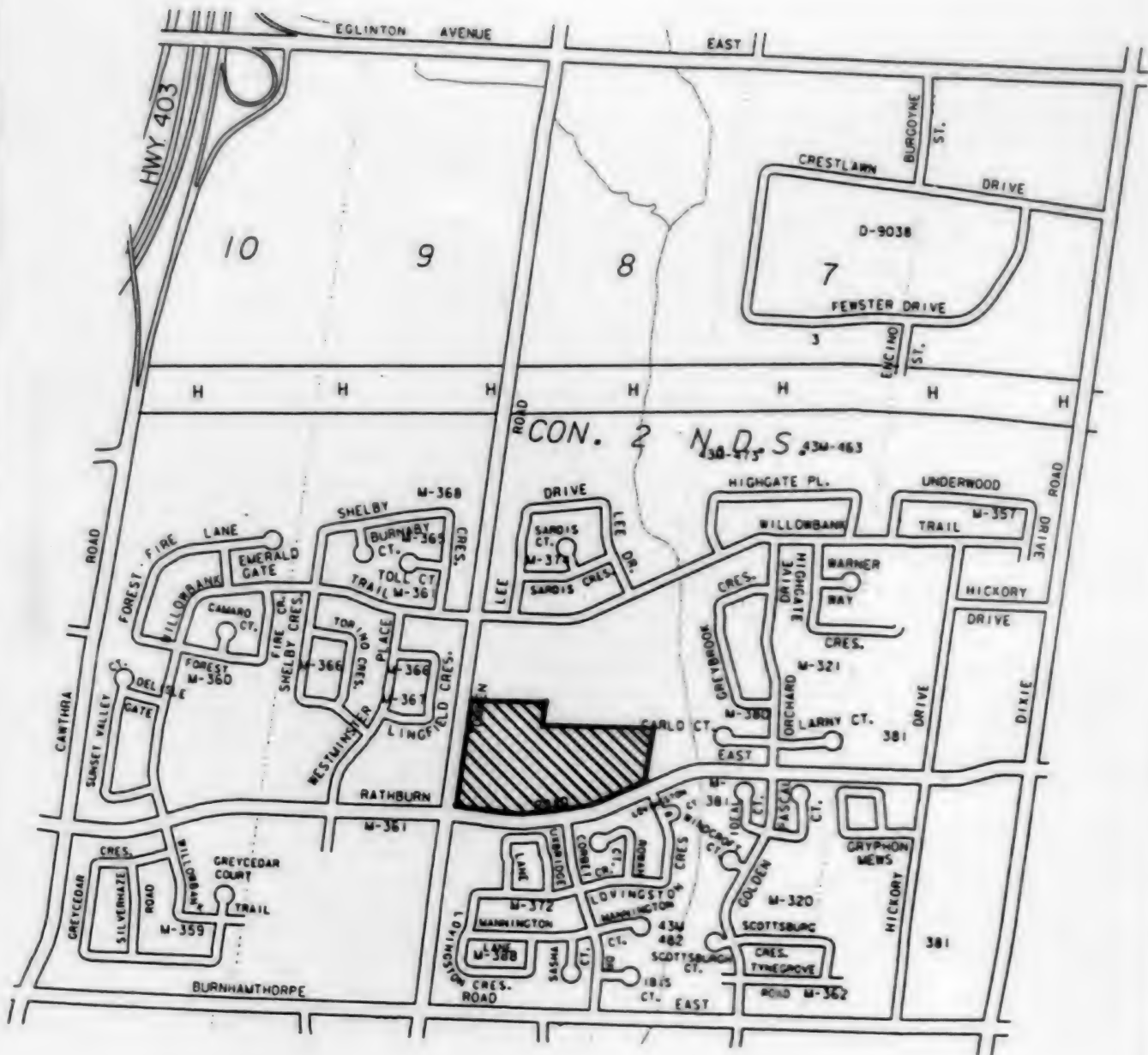
9.c



OAK GLEN MANOR 218202AM



9.d



VENTRO CONVT. LTD. 21T84005



10.

City of Mississauga  
MEMORANDUM

To Chairman and Members of the  
Dept. Public Works Committee

From W.P. Taylor, Commissioner  
Dept. Engineering and Works

326

JAN 11 1985

December 3, 1984

F02-07

P. W. DATE

Jan. 17/85

**SUBJECT:**

Duplicate Street Names - FOWLER DRIVE

**ORIGIN:**

Engineering and Works Department.

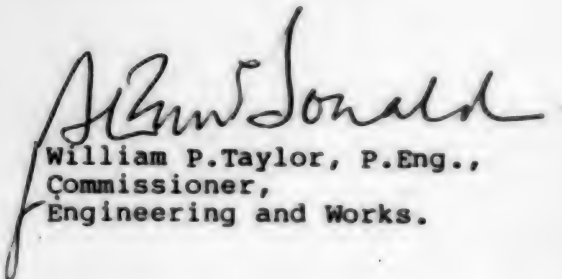
**COMMENTS:**

This confliction wherein FOWLER DRIVE lying east of Erin Mills Parkway (1 on attached sketch) is discontinuous with FOWLER DRIVE lying west of Erin Mills Parkway (2 & 3 on attached sketch) was addressed in this departments report on all Street Name Duplications and Conflicts within the City. Our recommendation in that report was that the portion of FOWLER DRIVE lying west of Erin Mills Parkway be renamed. This matter has been reviewed by the area representative, Councillor D. Culham. Councillor Culham who suggests that, based on preliminary discussions with area residents and the historical significance of the name "FOWLER", consideration be given to retaining the name FOWLER west of Erin Mills Parkway. The existing portion of FOWLER DRIVE lying east of Erin Mills Parkway is proposed as part of the Sheridan Mall expansion, to ultimately be extended northerly and westerly to rejoin Erin Mills Parkway at Queensway West. In view of these discussions we recommend the following changes at this time.

... 2

RECOMMENDATIONS:

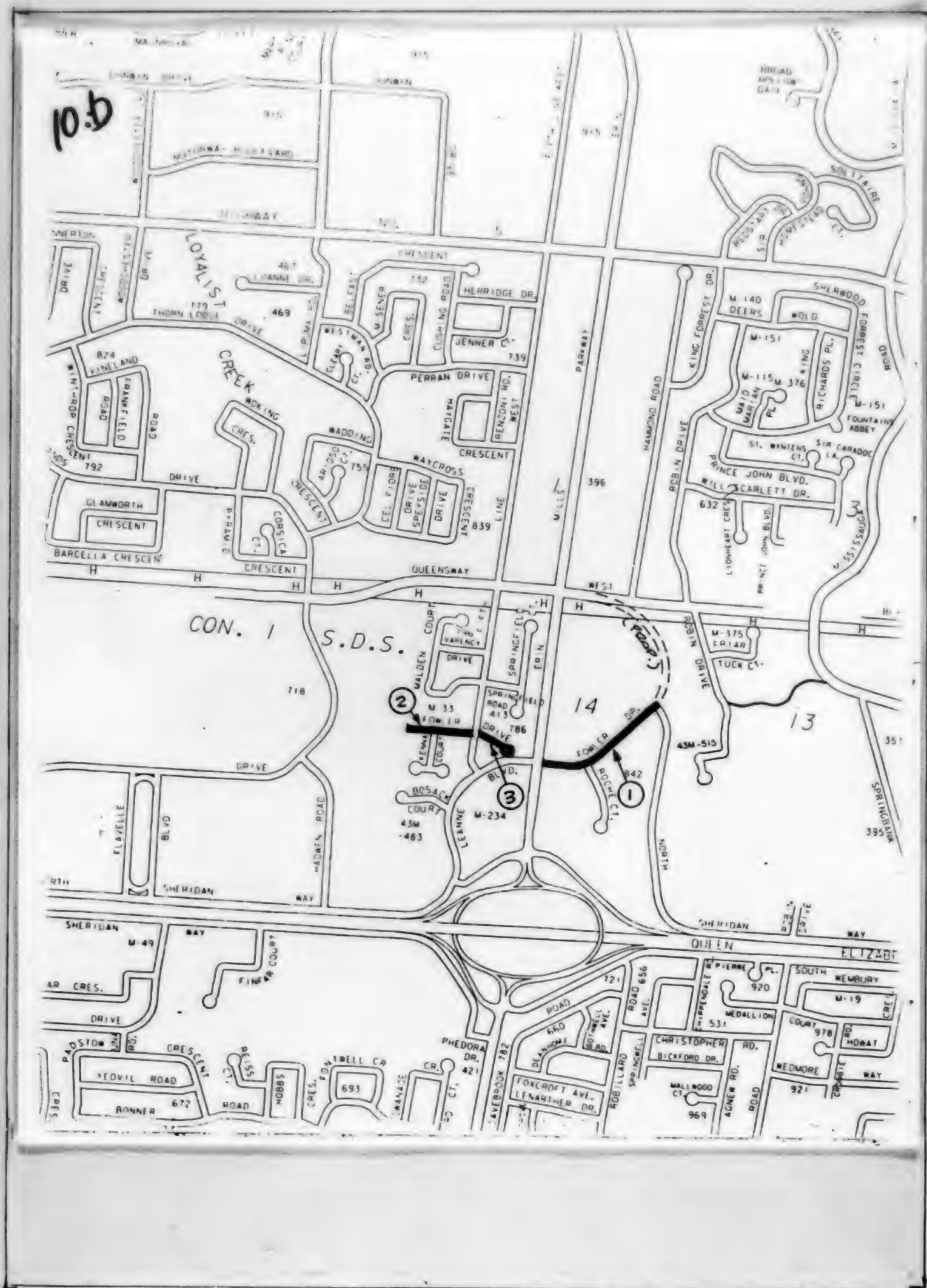
1. That the portion of FOWLER DRIVE lying west of Fifth Line West be renamed FOWLER LANE (2 on attached sketch).
2. That the portion of FOWLER DRIVE lying between Fifth Line West and Erin Mills Parkway be renamed FOWLER COURT (3 on attached sketch).
3. That the name FOWLER DRIVE lying east of Erin Mills Parkway (1 on attached sketch) remain as is at this time but be reviewed as to suitability at such time as the extension occurs.
4. That the Ward Councillor D. Culham arrange a meeting with affected ratepayers to review these proposals and report back to the Public Works Committee.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

 PJD/st

C.C. Mr. E.M. Halliday  
Councillor D. Culham







## City of Mississauga

### MEMORANDUM

To Chairman and Members of the

From W.P. Taylor, Commissioner

Dept. Public Works Committee

Dept. Engineering and Works

325

P. W. DATE

*Jan 17/85*

JAN 11 1985

B-05-194-02

F0207

File: 12 111 00014

December 19, 1984

**SUBJECT:**

Naming of Private Road as BENT OAK CIRCLE  
(Peel Condominium Plan 194).

**ORIGIN:**

Councillor T. Southorn.

**COMMENTS:**

Councillor Southorn has advised this office that resident interest has been expressed in naming the private internal road within the above noted development. At present this development is addressed as 5949 Montevideo Road - Units 1-29, both inclusive. The name proposed for this roadway is BENT OAK CIRCLE which reflects the name of the development. We have reviewed this proposal and discussed same with Canada Post and emergency services who all concur that there would be no problems caused by this naming. The proposed name BENT OAK CIRCLE has been reviewed and approved by the Region of Peel Street Names Committee. It should be noted that this roadway will remain a private road and the assigning of a name is for identification purposes only. In light of the foregoing we offer the following recommendations.

... 2

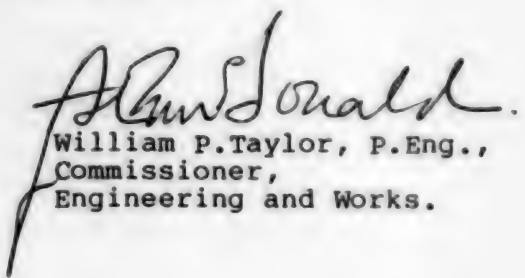
11-a

Chairman and Members of the  
Public Works Committee  
December 19, 1984  
Page 2

Subject: - Naming of Private Road as Bent Oak Circle

RECOMMENDATIONS:

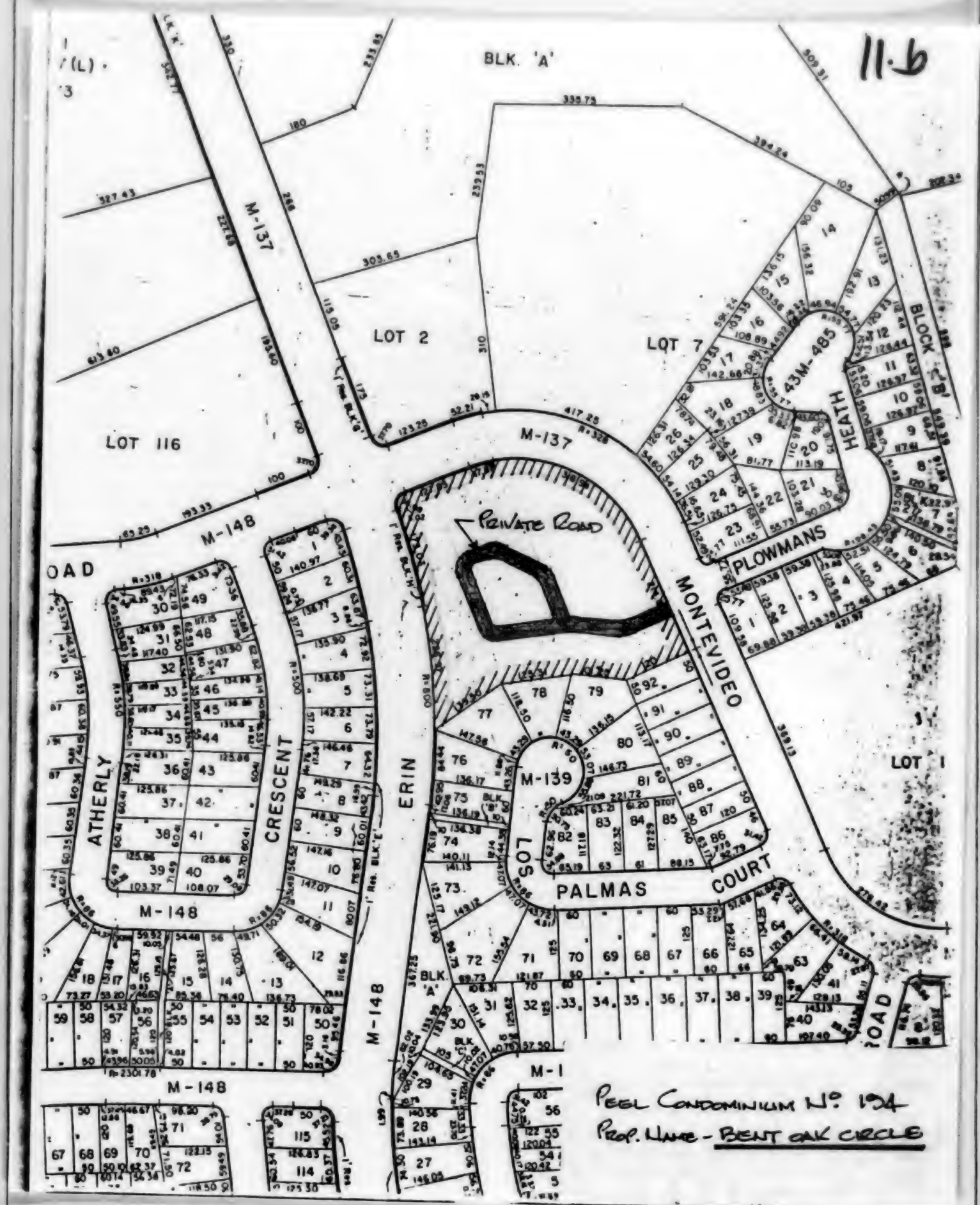
1. That the private road contained within Peel Condominium Plan 194 be named BENT OAK CIRCLE.
2. That a standard City of Mississauga street name sign indicating BENT OAK CIRCLE with a second blade indicating PRIVATE ROAD be erected on Montevideo Road at the appropriate location.
3. That the sign be erected by City forces with the cost (approximately \$150.00) being borne by the Condominium residents.
4. That the units within the development be renumbered to conform to the City of Mississauga grid system of house numbering.
5. That the Ward Councillor T. Southorn arrange a meeting with the residents of Peel Condominium 194 and report back to the Public Works Committee.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

PJD/st

c.c. Mr. E.M. Halliday  
Councillor T. Southorn





PEEL CONDOMINIUM NO. 194  
Prop. Name - BENT OAK CIRCLE



12.

## City of Mississauga

### MEMORANDUM

To Chairman and Members of the 324 From William P. Taylor, P. Eng.  
Dept. Public Works Committee JAN 11 1985 Dept. Engineering and Works

P. W. DATE Jan 17/85 T-81018  
F02-07 December 17, 1984

SUBJECT: Request for approval of proposed street names  
- RIDGEWAY DRIVE.

ORIGIN: Engineering and Works Department.

COMMENTS: The roadway referred to as RIDGEWAY DRIVE within the City of Mississauga is comprised of proposed development road extending from Dundas Street West northerly to Eglinton Avenue West and aligning opposite Tenth Line (shown as 'A' on attached sketch) together with Tenth Line proper extending northerly from Eglinton Avenue to a point south of Highway 401 (shown as 'B' on attached sketch). This roadway is proposed to cross Highway 403 and as such will ultimately form a continuous roadway throughout. The name RIDGEWAY DRIVE first appeared in 1971 and was apparently suggested by The Cadillac-Fairview Corporation with this particular name being used in reference to the split in watersheds that occurs in this area. While this name has been in general use over the years and appears in a considerable number of documents (draft plans, secondary plans, detailed engineering submissions etc.) we can find no record of formal application or approval. In this regard, this name was submitted to the Region of Peel Street Names Committee for approval in proposed plan of subdivision (Erin Mills Development Corp. - 21T-81018). At its meeting of November 7, 1984 the Region of Peel Street Names Committee, due to similarities with existing street names within the Region of Peel, did not approve of this name. We have reviewed this matter and feel that, the Region of Peel Street Names Committee decision notwithstanding, the similarity with other names, particularly within the City, is not that serious a matter. This combined with the overall inconvenience and confusion that would be associated with a change in name at this time leads us to offer the following recommendations.



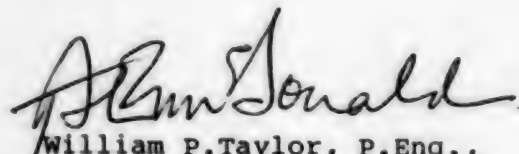
Chairman and Members of the  
Public Works Committee  
Page 2

12. a

Subject:- Proposed Street Name  
RIDGEWAY DRIVE

RECOMMENDATIONS:

1. That the name RIDGEWAY DRIVE be approved for use in the Erin Mills Development Corp. (21T-81018) development.
2. That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West (shown as 'A' on attached sketch).
3. That Tenth Line be renamed RIDGEWAY DRIVE in its entirety (shown as 'B' on attached sketch).
4. That the renaming of Tenth Line to RIDGEWAY DRIVE be referred to the area representative T. Southorn for his review and that he report back to the Public Works Committee prior to February 28, 1985 to enable resolution of this matter before occupancy occurs in the Lisgar development.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

PJD/st

c.c. Mr. E.M. Halliday  
Councillor S. Mahoney  
Councillor T. Southorn

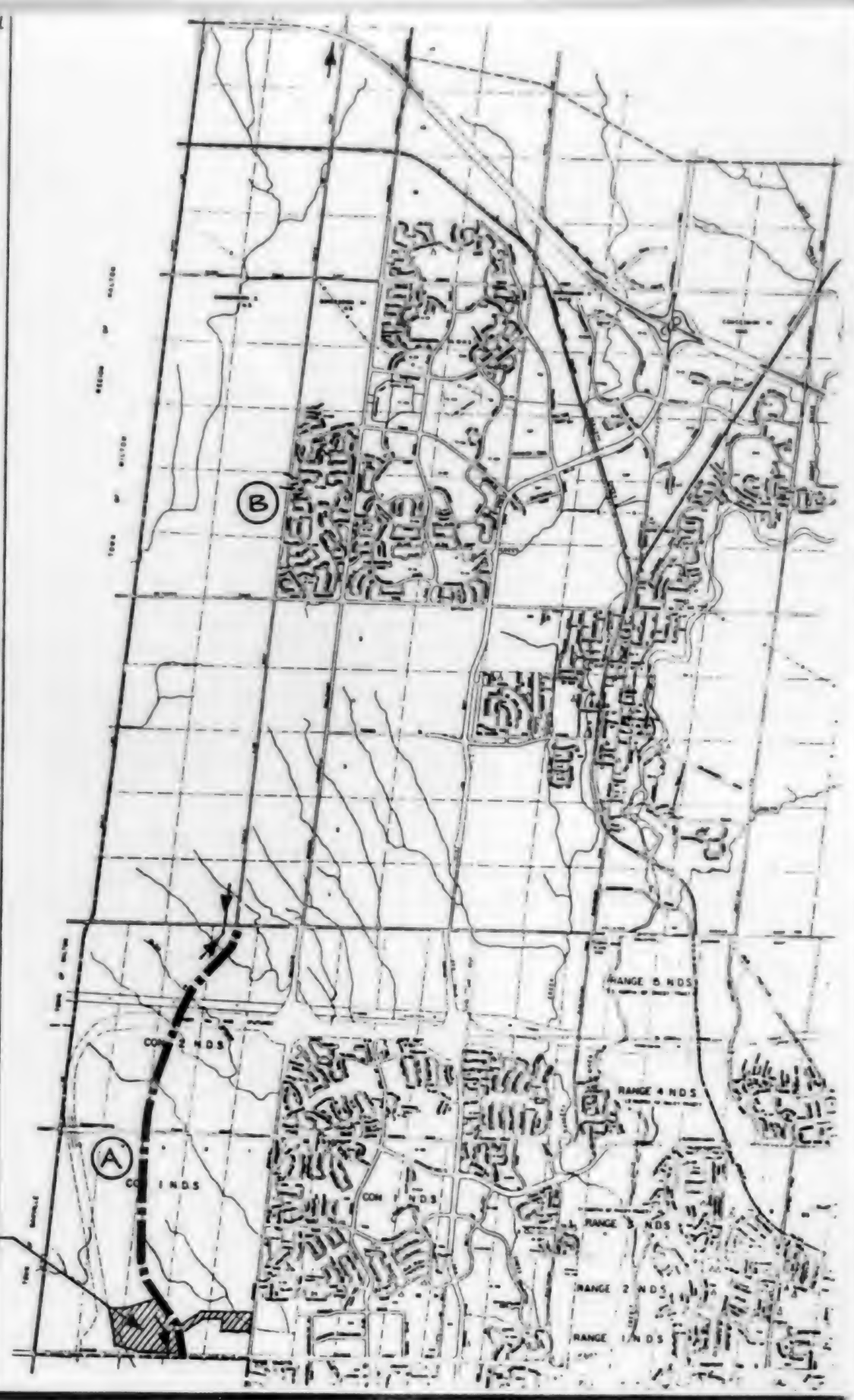


12.6  
PLANWAY N. 401

EGUNTON AVE. W.

EDW MILLS  
Dev. Corp.  
217 81018

DUNDAS ST. W.





City of Mississauga  
MEMORANDUM

*Additional  
Re Item 12*

To Chairman & Members of the  
Dept. Public Works Committee

From Councillor Ted Southern  
Dept. Ward 9

P. W. DATE *Jan. 17/85*

January 16, 1985

RECEIVED

REGISTRY No 472

JAN 17 1985

No F02-07

Re: Renaming Tenth Line to  
Ridgeway Drive

DEPARTMENT

The Meadowvale Residents' Association are recommending that the name Ridgeway Drive not be applied to the Tenth Line, but that it become Lisgar Drive since the word Lisgar has some historical significance in Mississauga.

Could we have a dialogue with the Erin Mills Development Corporation to see if they have any objection to the name Lisgar instead of Ridgeway.

TS:sn

*Ted:*



# City of Mississauga

## MEMORANDUM

13.

To Chairman and Members of the From W.P. Taylor, P.Eng.  
Dept. Public Works Committee 329 Dept. Engineering and Works

JAN 11 1985

P W DATE

Jan 17/85

F:0207

File: 12 111 00014

January 10, 1985

SUBJECT: Proposed Street Names

ORIGIN: Letter to Mayor's Office from  
Mr. T. Bartholomeusz.

COMMENTS: Mr. T. Bartholomeusz, an area resident, has  
in a letter to the Mayor's office, suggested  
that consideration be given to naming streets  
after stars. In this regard he has submitted  
the following names of stars for  
consideration.

ALYA	MIZAR
ANDROMEDA	NEKKAR
AQUARIUS	ORION
CARINA	PAVO
CURSA	PHOENIX
DENEB	POLARIS
DURADO	POLLUX
DRACO	RASALAS
FORNAX	RIGEL
GAMMA	SABIK
GEMINI	SAGITTA
GIENI	SHELIK
HYDRA	SIRIUS
LACERTA	SPICA
LUPUS	TUCANA
LYRA	VEGA
MENKAR	VELA
MERAK	VOLANS
MINTAKA	ZANIAH
MIRA	ZOSMA

... 2



13.0

Chairman and Members of the  
Public Works Committee  
January 10, 1985  
Page 2

Subject: Proposed Street Names

Comments:-cont'd

These names have been reviewed by the Region of Peel Street Names Committee at its meeting of January 9, 1985 with the following names being approved.

ANDROMEDA  
AQUARIUS  
DENEK  
FORNAX  
GEMINI  
MENKAR  
PAVO

POLARIS  
POLLUX  
SABIK  
SAGITTA  
TUCANA  
VEGA  
VOLANS

The remaining names were not approved due to duplication, spelling or pronunciation difficulties.

RECOMMENDATION:

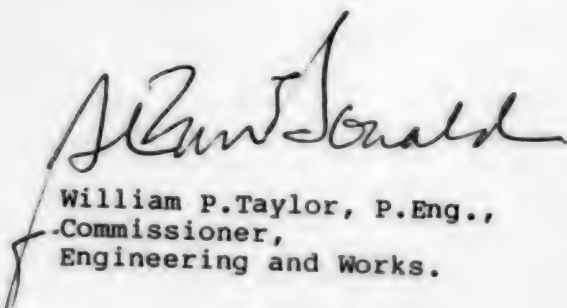
1. That the following names be placed on the Region of Peel list of reserved street names as being available for selection by developers or the municipality.

ANDROMEDA  
AQUARIUS  
DENEK  
FORNAX  
GEMINI  
MENKAR  
PAVO

POLARIS  
POLLUX  
SABIK  
SAGITTA  
TUCANA  
VEGA  
VOLANS

PJD/st

c.c. Mayor Hazel McCallion  
Mr. E.M. Halliday

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.



# City of Mississauga

## MEMORANDUM

14.

To Chairman and Members of the From W.P. Taylor, Commissioner  
Dept. Public Works Committee Dept. Engineering and Works

RECEIVED  
10050

DATE NOV 16 1984

File: 12 111 00014

P W DATE

Jan. 17/85

F.02.07  
T-75144

November 15, 1984

**SUBJECT:**

Proposed street names for use within the City of Mississauga.

**ORIGIN:**

Engineering and Works Department.

**COMMENTS:**

In accordance with the current procedure of referring proposed street names to the Public Works Committee for review, please note the following submission.

Z. Skira and Associates Ltd. - Drew Road Development, T-75144

HUNTING DRIVE  
DAVID HUNTING DRIVE  
WEGE DRIVE

This submission is to select a replacement name for the previously approved name of PASDON DRIVE.

The above submission was reviewed by the Region of Peel Street Names Committee at its meeting of November 5, 1984. Only the name DAVID HUNTING DRIVE was acceptable to this Committee with the remainder being rejected due to duplication, similarity or pronunciation difficulties.

... 2

14.a

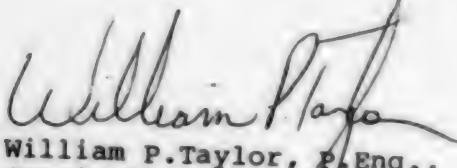
...2

RECOMMENDATION:

1. That Z. Skira and Associates Ltd. be advised that the name DAVID HUNTING DRIVE is approved for use in Drew Road Development (T-75144).

PJD/st

c.c. Mr. E.M. Halliday

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.





# City of Mississauga

## MEMORANDUM

File: 12 111 00014

15.

RECEIVED

To: Chairman and Members of the <sup>10049</sup>  
From: W.P. Taylor, Commissioner  
Dept. Public Works Committee  
DATE NOV 16 1984 Engineering and Works.

P. W. DATE Jan 17/85

FILE NO F.02.07

CITY OF MISSISSAUGA DEPARTMENT November 15, 1984

**SUBJECT:** Proposed street names for use within the City of Mississauga.

**ORIGIN:** Councillor L. Taylor.

**COMMENTS:** The following street names were submitted to the Region of Peel by Councillor L. Taylor. These names, which are proposed for use in developments within the City of Mississauga were reviewed at the November 5, 1984 Region of Peel Street Names Committee meeting as follows.

Submitted Names: ITALIA  
ROMA  
NAPOLI  
MILANO  
FIRENZE  
VENEZIA

Approved Names: ITALIA  
ROMA  
MILANO

Those names not approved were rejected due to similarity, spelling or pronunciation difficulties.

**RECOMMENDATION:** 1. That Councillor L. Taylor be advised that the following names are approved for use in future developments.

ITALIA  
ROMA  
MILANO

*William P. Taylor*  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

PJD/st

FORM 145

C.C. Mr. E.M. Halliday



# City of Mississauga

## MEMORANDUM

#16

To: Chairman and Members of the <sup>424</sup>  
Public Works Committee JAN 15 1985  
Dept. Engineering and Works

P. W. DATE Jan 17/85 <sup>F0207</sup>  
DEPARTMENT January 15, 1985

SUBJECT: Proposed street names (Multicultural).  
ORIGIN: Council Resolution 706-84.

COMMENTS: The proposed name SABRA was submitted to the Region of Peel Street Names Committee by Councillor L. Taylor. This name was reviewed by this committee at its meeting of April 11, 1984 and as no duplications or similar sounding names existed, was approved.

By letter dated October 24, 1984 from the Canadian Arab Federation to Mayor McCallion and Members of Council, it was indicated that a Palestinian refugee camp in Lebanon was named SABRA and that this name was offensive to this group. Council at its meeting of November 5, 1984 requested, pursuant to Resolution 706-84, that Mayor McCallion and Councillor Taylor contact the Canadian Arab Federation to select a name to replace SABRA.

In accordance with this direction the names NABLUS and PALESTINE were proposed as replacement names for SABRA. These names were reviewed by the Region of Peel Street Names Committee at its meeting of December 5, 1984 with NABLUS being approved. The name PALESTINE was not approved due to similarity with existing streets.

- RECOMMENDATIONS:
1. That the name NABLUS be approved for use and placed on the Region of Peel list of reserved street names.
  2. That the name SABRA be removed from the Region of Peel list of reserved street names.

*Handwritten signature*  
D/st

c.c. Mayor H. McCallion  
Mr. E.M. Halliday  
Councillor L. Taylor

FORM 145

*Handwritten signature of William P. Taylor*  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

17.

PUBLIC WORKS COMMITTEE  
DATE: JAN. 17, 1985

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
59-84	Eng. & Works	Standards for new residential road construction be reviewed	Capital Budget Discussion March 1, 1984	Aug. 8, 1984	
69-84	Eng. & Works	Mud Tracking	Council Mtg. Mar. 19/84	Aug. 8, 1984	
199-84	Eng. & Works	Re-alignment of Mississauga Road south of Dundas Street	Public Works June 25, 1984		
219-84	Eng. & Works	1985 assessment of rippled pavement experimental programme	Public Works, Aug. 8, 1984		
224-84	Eng. & Works	Damage of concrete structures - road salt - Urban Development Institute	General Comm. Aug. 13, 1984		
297-84	Eng. & Works	Increasing size of Street Signs	General Committee Oct. 31/84		
299-84	Eng. & Works	Use of Street Names International & Voyageur	Public Works - Oct. 18/84	Jan. 17, 85	
321-84	Eng. & Works	Request to change Cardiff Blvd. to Grafton Way	Letter from Russell Grafton dated Nov. 17, 1984		
329-84	Eng. & Works	Mississauga Clean City - Grant	Gen. Comm. Nov. 28, 1984		
347-84	Eng. & Works	Using names of stars of universe for street names	Letter T. Batholomeusz dated Nov. 11, 1984		



## **Buscombe and Dodds**

DIVISION OF CONSOLIDATED FIBRES LTD.

To the Chairman and Members of the Public Works Committee

Newspaper Recycling- Use of Grocery Stores as Newspaper Collection Locations

As per the request of the Public Works Committee of the City of Mississauga, please accept the following as an outline of Buscombe and Dodds current situation with respect to the Dominion program and buy-back newspaper collection depots in general.

At Councillor Culham's request, I sent a letter to him outlining a newspaper recycling program that we operated in conjunction with Dominion Stores Ltd., dated July 31, 1984. I was subsequently requested to contact the appropriate plaza owners to arrange for one or two locations with the City of Mississauga to undertake this type of program, and to provide details of the proposal at the January Public Works Committee meeting.

Since this original contact with Councillor Culham, our program at Dominion Stores has discontinued. The entire Dominion chain was and still is undergoing a major re-organization. Many of their stores have changed over to Mr. Grocer, and others have been renovating their structure to include a more boutique type of approach. In any case, Dominion closed, in a very short period of time, our three best locations, where the greatest recovery of newspapers was being enjoyed, and it became clear that new additional locations were not forthcoming from the organization. As the fate of so many of their stores was up in the air, they were not in the position to delegate any locations to this type of program. At this point, it became obvious that it was unfeasible to continue with the program, and we withdrew our containers.

This was a decision that was met with regret, as we had five years of investment and development in the program, with an average recovery rate of 500 tons of newspaper per location per year.

However, we are presently in the position of trying to initiate a similar program with another chain. We are still in the negotiation stage, and are therefore not in the position to comment at this time on the details, except to say that we intend to approach this project on a strict cash buy-back principle as opposed to a coupon system. We found that the reimbursement of coupons was an exceedingly difficult system to administer, and have therefore elected to pay back on a per pound basis, which has proven itself to work much more smoothly.

We have as yet not heard back from the organization whether they are prepared to provide locations for this program, and are therefore still keeping our eyes open for alternatives. Perhaps this is where the City of Mississauga can be of some assistance. Let me explain how the program would operate.

123 Eastside Drive, Unit 7 Toronto, Ontario M8Z 5S5 Telephone: 416 / 231-7772

## **Buscombe and Dodds**



DIVISION OF CONSOLIDATED FIBRES LTD.

Ideally, locations would be in well trafficked areas, such as shopping malls. Buscombe and Dodds places a attractively painted 40 yard roll-off container on site, as well as a small hut from which the attendant would operate. The attendant has a scale and small cash float to work with, and operates a 20 hour week. Buscombe and Dodds covers all expenses associated with operation of this site, including all publicity costs.

This container is fully lockable and enclosed, so there would be no threat of vandalism or problem of paper blowing around. It is kept in a strictly tidy manner.

I should mention that we could easily increase the recovery figures over and above the ones quoted for the Dominion program, as we were unable to advertise this program when we affiliated with them. Should be set up independent of a coupon system, we would then have a free hand to publicize the program as we saw fit. We have not operated any buy-back programs in Mississauga for a number of years, and are anxious to get established in your area.

Two of our best Dominion locations, Dundas and Kipling and Bayview and Eglinton both operated in areas where there was a curbside collection of newspapers.

Should the City of Mississauga see this proposal as a feasible option for paper recovery, Buscombe and Dodds would ask your assistance at this time by providing us with a letter of endorsement of this program, and that you would like to see locations in the Mississauga area. We are also open to suggestions on what you would feel to be possible locations. We feel, with your help, that we are committed to establishing a well run and successful newspaper recovery program that would benefit all concerned, and that would compliment your existing and future plans with respect to material recovery.

Should you have any questions or require additional information, I would be pleased to address these with you. Your input I'm sure would be most helpful.

Sincerely,

*Angie McMahon*

Angie McMahon,  
Account Executive



CITY OF MISSISSAUGA

MINUTES

MEETING #1

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: THURSDAY, JANUARY 17, 1985

PLACE OF MEETING: Committee Room A at 9:30 a.m.

MEMBERS PRESENT: Councillor R. Skjarum, Chairman (items 1-3)  
J. Rogers, Vice-Chairman (In the Chair for items 4-17)  
Councillor D. Cook  
Councillor D. Culham  
Councillor H. Kennedy  
C. B. Gauer  
J. M. Hayden  
E. A. Hignell

MEMBERS ABSENT: nil

ALSO PRESENT: Councillor M. Marland  
Councillor T. Southorn  
Mr. Garry Bradford - Stress, Crete - item 1  
Mr. Ron Gayowsky - Stress, Crete - item 1  
Mr. Bill Shelser - Crouse-Hinds Lighting - item 1  
Mr. Dieter Lueloff - York Hannover Dev. - item 1  
Mrs. Angie McMahon, Buscombe and Dodds - item 3  
Mr. Chris DeRoche - item 3

STAFF PRESENT: W. P. Taylor, Commissioner of Engineering and Works  
A. McDonald, Director, Maintenance Engineering  
P. Davies, Drafting Supervisor  
A. Granum, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated December 14, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding alternative street lighting for the Airport Corporate Centre. Mr. Taylor indicated that Ronald Gayowsky Ltd., on behalf of York Hannover, Crouse-Hinds, the street lighting manufacturer, and Stress Crete, the pole manufacturer, had presented a number of proposals to the City regarding the alternative street lighting in the Airport Corporate Centre. Mr. Taylor listed these proposals and recommended:
  - (a) That York Hannover's proposal to install alternative streetlighting in the Airport Corporate Centre subdivision be approved on the conditions that the luminaires and pole manufacturer be to the approval of the City of Mississauga and Hydro Mississauga.
  - (b) That the mounting height be 12.2m (40 ft.)



January 17, 1985

item 1 continued...

- (c) That the metal parts of the luminaire be anodized and not painted.
- (d) That Crouse Hinds provide a prototype of the proposed luminaire to the City and Hydro Mississauga for their approval prior to production.
- (e) That York Hannover agree to maintain a supply of two (2) luminaires of each type and two (2) poles at the respective manufacturers, which will be delivered to the City, at no cost to the City, within 48 hours notice for a period of ten years after the acceptance of the last streetlights in the Airport Corporate Centre Subdivision by the City.

Mr. Bill Shelser, a representative of Crouse-Hinds, attended the meeting and indicated that the mechanical head to be installed on the poles were standard and would be readily available. He undertook to maintain an inventory of this equipment for at least 10 years.

Mr. Garry Bradford, representative of Stress, Crete, said that the poles proposed for use by the developers were similar to those currently used by many municipalities. He said the lifespan of these poles was in excess of 25 years.

In a response to Councillor Marland, Mr. Shelser gave the assurance that the lighting level of the lamps would be the same as current levels. Councillor Marland expressed further concerns that the different style of pole could create storage and inventory difficulties for the City Works Department because of the number and variations of poles to be stocked. Councillor Marland also raised concerns that the style of pole and lamp to be used in the York Hannover Development might give the impression that other developers could customize their lighting requirements.

Mr. Taylor advised that there would be no difficulty in carrying sufficient stock of the appropriate poles.

Councillor Culham urged the Committee to adopt the recommendations outlined in Mr. Taylor's report, since the provisions were up to the City standards. He said that York Hannover were endeavouring to provide an attractive subdivision to attract businesses and thus improve local assessment and create jobs.

F.06.02.01

See Recommendation #1 (H. Kennedy)

2. Report dated January 11, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding newspaper pickup and recycling. Mr. Taylor advised that the following amounts of paper had been picked up by our Contractor and recycled:

1983 - January to December 31	94.96 tons
1984 - January to December 31	1148.09 tons

January 17, 1985

item 2 continued...

Mr. Taylor stated that there were also special pickups by the Boy Scouts and the Mississauga Clean City Group. The Mississauga Clean City Group picked up 126.5 tons in 1983 and 194.63 tons in 1984. The total collected by the Boy Scouts was not available.

Mr. Taylor recommended:

That the report submitted by Mr. W. P. Taylor, Commissioner of Engineering and Works, dated January 11, 1985, with respect to newspaper pickup and recycling, be received.

The Committee adopted Mr. Taylor recommendation.

F.05.04.05

See Recommendation #2 (D. Culham)

APPROVED

3. On September 20, 1984, the Public Works Committee considered a report dated September 13, 1984, from the Commissioner of Engineering and Works, on the use of grocery stores as newspaper collection locations and the newspaper recycling program operated by Buscombe and Dodds, in conjunction with Dominion Stores Limited. In this regard, Mrs. Angie McMahon, Account Executive of Buscombe and Dodds, attended the meeting and provided further details of her company's proposal.

Mrs. MacMahon advised that since her original contact with Councillor Culham, her programme at Dominion Stores had been discontinued. The entire Dominion chain was undergoing major re-organization. Many of their stores changed over to Mr. Grocer and others were renovated to include a more "boutique type" approach. As the fate of so many of their stores was up in the air, they were not in the position to delegate any locations to this type of programme. At this point, it became obvious that it was unfeasible to continue with the programme, and they withdrew their containers.

Mrs. MacMahon was seeking the assistance of the City of Mississauga to obtain locations in well trafficked areas, such as shopping malls. Buscombe and Dodds would place attractively painted 40 yard roll-off containers on sites, as well as a small hut from which the attendant would operate. The attendant has a scale and small cash float to work with, and operates a 20 hour week. Buscombe and Dodds would cover all expenses associated with operation of this site, including all publicity costs.

She suggested that if the City of Mississauga saw this proposal as a feasible option for paper recovery, Buscombe and Dodds would ask the City's assistance at this time to provide them with a letter of endorsement of this programme.



January 17, 1985

item 3 continued...

Mr. A. McDonald, Director, Maintenance Engineering, informed the Committee that a joint meeting between representatives of the City of Mississauga, the Region of Peel, and The Clean City Campaign, was recently held to discuss the possibility of co-ordinating efforts to maximize the collection of recyclable material. Councillor Culham offered to meet with the Plaza owners at Westdale Mall to secure their assistance for Buscombe and Dodds.

Councillor Cook raised concerns about the size of the containers used by Buscombe and Dodds which he considered a temporary structure. He asked staff to determine if the provisions of the Zoning By-law were being breached.

The Committee asked Councillor Culham to pursue his idea for obtaining assistance from a plaza owner as a pilot project and asked him to report back to the March meeting of the Public Works Committee. It was agreed that Buscombe and Dodds be invited to that meeting.

The Chairman, Councillor Skjarum, urged that the co-operation of all concerned be obtained to avoid duplication of effort.

F.05.04.05

See Recommendation #3 (D. Cook)

4. Report dated January 11, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the snowplowing of culs-de-sac. This report was prepared in response to a memorandum from Mayor McCallion dated January 7, 1985. In his report, Mr. Taylor outlined various problems and complaints which result from snowplowing in culs-de-sac, as follows:

- (i) greater percentage of driveways at dead end of cul-de-sac
- (ii) plow snow in initial run to clear streets, then go back in a day or so with front-end loaders and load snow to centre of court
- (iii) residents think the City should provide haulage, snow removal, in culs-de-sac
- (iv) increase in number of culs-de-sac in new subdivisions - culs-de-sac are popular place to live - philosophy is that people think they are quieter, not so much traffic

Mr. Taylor concluded that notwithstanding the increasing number of culs-de-sac constructed each year, the level of service had remained unchanged.

Mr. Taylor recommended:

That the report dated January 11, 1985, from Mr. W. P. Taylor, Commissioner of Engineering and Works, indicating that notwithstanding the increasing number of culs-de-sac, the level of snow plowing has remained unchanged, be received.



January 17, 1985

Item 4 continued...

Councillors Kennedy and Cook advised that they had additional concerns about the sidewalk plowing.

Mr. Taylor said that he was already preparing a report on that matter, which would be available at the next meeting.

F.05.03.01

See Recommendation #4 (D. Culham)

5. On August 8, and again on September 20th, 1984, the Public Works Committee considered a report dated July 31, 1984, from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the duplication of street names in the City of Mississauga. Mr. Taylor's report was in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

Councillor Kennedy submitted a memorandum dated January 17, 1985 suggesting that First Street between Cawthra Road and West Avenue in Ward 1, be renamed "Ebony Avenue". It was also suggested that River Road between Inglewood Drive and Veronica Drive in Ward 1, be renamed "Old River Road".

The Committee approved the proposed renaming for Ward 1 and referred to other items back to the next meeting of the Committee.

F.02.07

See Recommendation #5 (H. Kennedy)

6. Report dated January 2, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a revision to the City's Walkway Policy. Mr. Taylor advised that as part of the City's Walkway Policy, as adopted by Council in June, 1980, Standard No. 4 stated that walkways were "to be located on the driveway side of adjacent lots, and house walls facing walkways be windowless". Mr. Taylor stated that since that policy had been adopted, his office had received numerous complaints from developers, builders, and architects indicating that the second part of this standard (i.e. house walls facing walkways, be windowless) was generally too restrictive. When this policy was adopted, Council determined that all walkway fencing should be six feet (1.83m) in height instead of the previously acceptable height of four feet (1.2m). Mr. Taylor felt that this fencing height increase, together with the commonly required screen planting, would adequately deal with the previously reported problems of "broken windows" and "reduced privacy." Mr. Taylor now advised that his Department could support the opinions of the developers, builders and architects and could recommend that the comment requiring "house walls facing walkways be windowless" be deleted from the City's Walkway Policy, as adopted in June, 1980.

January 17, 1985

item 6 continued...

Mr. Taylor recommended:

- (a) That "house walls facing walkways be windowless" be deleted from Standard No. 4 of the City's Walkway Policy, as adopted in June, 1980.
- (b) That the Building Department be advised that notwithstanding what is indicated in Schedule C of various residential Servicing Agreements, the City will permit windows in house walls that face walkways.

This item was referred to the next meeting of the Public Works Committee.

A.00.02.01

F.06.04.01

See Recommendation #6 (D. Culham)

DEFERRED

7.

Copy of a memorandum dated December 11, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, addressed to Councillor D. Culham, regarding alternative street lighting - Paracon. This report was prepared in response to a memorandum to from Councillor Culham dated November 28, 1984 to Mr. Taylor.

Mr. Taylor advised that his Department had reviewed the Markham Hydro standard previously forwarded to him by Councillor Culham, and they did not agree with the installation.

Mr. Taylor further stated that this type of installation had been used in the Heathwood Subdivision in Scarborough and in Markham. His Department checked with these two municipalities and found that Scarborough had had numerous problems and would no longer allow these lights. Markham had not taken over their first such installation and was unable to comment.

Mr. Taylor pointed out that this installation was proposed for the Lisgar district in Mississauga and his Department had investigated it thoroughly. Also, a prototype was available for examination in the Engineering and Works Department.

The Committee received Mr. Taylor's report.

J.05.84042

See Recommendation #7 (D. Culham)

RECEIVED



January 17, 1985

8. Report dated November 21, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding street naming confusion relating to Bough Beeches Boulevard. This report was prepared pursuant to an inquiry received in the Mayor's Office from an area resident over the difficulty encountered by an ambulance in locating her residence while responding to an emergency call. Mr. Taylor advised that this matter had been previously addressed, most recently in his report on duplicate street names. He further stated that at the time the area residents concerns were raised, there were three discontinuous sections of Bough Beeches Boulevard.

Mr. Taylor further advised that in discussions with the area representative, Councillor R. Skjarum, it was suggested that the installation of numerical direction signs at major intersections rather than the renaming of a portion of this roadway, could alleviate the confusion in this area, while avoiding inconveniencing approximately 240 residents.

Mr. Taylor recommended:

That signs depicting the sequence of municipal addresses on Bough Beeches Boulevard be added to the street name signs at the following locations:

- (a) Bough Beeches Boulevard and Rathburn Road East
- (b) Bough Beeches Boulevard and Rathburn Road East (3 locations)
- (c) Bough Beeches Boulevard and Fieldgate Drive (2 locations)

F.02.07

See Recommendation #8 (D. Culham)

APPROVED

9. NOTE: Mr. John Rogers declared a conflict of interest in connection with this item by virtue of the request for street names reservation being submitted by his Company.

Report dated January 10, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names for various locations in the City of Mississauga.

Mr. Taylor, in his report, listed the names submitted by three Developers, and detailed those names which had been approved by the various agencies for use.

Mr. Taylor recommended:

- (a) That John D. Rogers and Associates be advised that the following names have been approved and are reserved for their use in future developments:

Ampersand  
Beachcomber  
Buccaneer

Leisure  
Matilda  
Milkwood



January 17, 1985

item 9 continued...

Cartier  
Chateau  
Excalibur  
Journeyman  
Lagoon  
Lancia

Monger  
Opal  
Rebecca  
Tradewinds  
Trail Blazer  
Yorkshire

- (b) That Skira and Associates Ltd. be advised that the names GLEN OAKS and CHESBORO are approved for use in the Oak Glen Manors Development (21T-82024M).
- (c) That Ventro Construction Ltd. be advised that the name WINGED FOOT CRESCENT is approved for use in Development (21T-84005).

T-82024

T-84005

F.02.07

See Recommendation #9 (D. Culham)

APPROVED

10. Report dated December 3, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the duplicate street name of "Fowler Drive". Mr. Taylor advised that the conflict, wherein Fowler Drive, lying east of Erin Mills Parkway was discontinuous with Fowler Drive lying west of Erin Mills Parkway was addressed in the Engineering and Works Department's report on all Street Name Duplication and Conflicts within the City. The recommendation in that report was that the portion of FOWLER DRIVE lying west of Erin Mills Parkway be renamed. Mr. Taylor further stated that this matter was reviewed by the area representative, Councillor D. Culham, who suggested that, based on preliminary discussions with area residents and the historical significance of the name "FOWLER", that consideration be given to retaining the name FOWLER west of Erin Mills Parkway. The existing portion of FOWLER DRIVE lying east of Erin Mills Parkway was proposed as part of the Sheridan Mall expansion, to ultimately be extended northerly and westerly to rejoin Erin Mills Parkway at Queensway West.

Mr. Taylor recommended:

- (a) That the portion of FOWLER DRIVE lying west of Fifth Line West be renamed FOWLER LANE (2 on attached sketch).
- (b) That the portion of FOWLER DRIVE lying between Fifth Line West and Erin Mills Parkway be renamed FOWLER COURT (3 on attached sketch).
- (c) That the name FOWLER DRIVE lying east of Erin Mills Parkway (1 on attached sketch) remain as is at this time but be reviewed as to suitability at such time as the extension occurs.

January 17, 1985

Item 10 continued...

- (d) That the Ward Councillor, D. Culham, arrange a meeting with affected ratepayers to review these proposals and report back to the Public Works Committee.

F.02.07

See Recommendation #10 (D. Culham)

APPROVED

- 11. Report dated December 19, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the naming of a private road as BENT OAK CIRCLE (Peel Condominium Plan 194). Mr. Taylor advised that Councillor T. Southorn informed the Engineering and Works Department that residents would like the internal road within the development named. At present, this development was addressed as 5949 Montevideo Road - Units 1-29, both inclusive. The Engineering and Works Department have reviewed this proposal with Canada Post and the emergency services, who concurred that there would be no problems caused by this naming. The proposed name had also been reviewed and approved by the Region of Peel Street Names Committee. Mr. Taylor advised that the roadway would remain a private road and the assignment of a name is for identification purposes only.

Mr. Taylor recommended:

- (a) That the private road contained within Peel Condominium Plan 194 be named BENT OAK CIRCLE.
- (b) That a standard City of Mississauga street name sign indicating BENT OAK CIRCLE with a second blade indicating PRIVATE ROAD be erected on Montevideo Road at the appropriate location.
- (c) That the sign be erected by City forces with the cost (approximately \$150.00) being borne by Peel Condominium #194.
- (d) That the units within the development be renumbered to conform to the City of Mississauga grid system of house numbering.
- (e) That the Ward Councillor, T. Southorn, arrange a meeting with the residents of Peel Condominium 194 and report directly to Council the residents' comments on the approval.

B.05.194.02

F.02.07

See Recommendation #11 (D. Cook)

- 12. Report dated December 17, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request for approval of the proposed street name - RIDGEWAY DRIVE.



January 17, 1985

item 12 continued...

Mr. Taylor advised that the roadway referred to as RIDGEWAY DRIVE within the City of Mississauga, comprised a proposed development road extending from Dundas Street West northerly to Eglinton Avenue West, aligning with Tenth Line and then extending northerly from Eglinton Avenue to a point south of Highway 401. This roadway was proposed to cross Highway 403 and as such, would ultimately form a continuous roadway throughout. Mr. Taylor further stated that the name RIDGEWAY DRIVE first appeared in 1971 and was apparently suggested by The Cadillac-Fairview Corporation.

Mr. Taylor further stated that although his Department could find no record or formal application or approval, this name was submitted to the Region of Peel Street Names Committee for approval in proposed plan of subdivision (Erin Mills Development Corp. - 21T-81018). At its meeting on November 7, 1984, the Region of Peel Street Names Committee, did not approve the name due to similarities with existing street names within the Region of Peel.

Mr. Taylor advised that his Department had reviewed this matter and did not consider this similarity a matter of concern.

Mr. Taylor recommended:

- (a) That the name RIDGEWAY DRIVE be approved for use in the Erin Mills Development Corp. (21T-81018) development.
- (b) That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West, shown as 'A' on the attached sketch).
- (c) That Tenth Line be renamed RIDGEWAY DRIVE in its entirety (shown as 'B' on attached sketch).
- (d) That the renaming of Tenth Line to RIDGEWAY DRIVE be referred to the area representative, Councillor T. Southorn, for his review and that he report back to the Public Works Committee prior to February 28, 1985 to enable resolution of this matter before occupancy occurs in the Lisgar Development.

The Committee referred this item to the next meeting of the Public Works Committee.

T-81018

F.02.07

See Recommendation #12 (D. Culham)

DEFERRED



January 17, 1985

13. Report dated January 10, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names. This report was prepared pursuant to a request received from Mr. T. Bartholomeusz, an area resident. In his report, Mr. Taylor listed the names submitted by Mr. Bartholomeusz and detailed those names which had been approved by the various agencies for use.

Mr. Taylor recommended:

That the following names be placed on the Region of Peel list of reserved street names as being available for selection by developers or the municipality:

Andromeda	Polaris
Aquarius	Pollux
Deneb	Sabik
Fornax	Sagitta
Gemini	Tucana
Menkar	Vega
Pavo	Volans

The Committee deferred this item to the next meeting of the Public Works Committee.

F.02.07

See Recommendation #13 (D. Culham)

DEFERRED

14. Report dated November 15, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names for use within the City of Mississauga.

In his report, Mr. Taylor listed the names submitted by Z. Skira and Associates Limited for the Drew Road Development, T-75144. This submission was to select a replacement name for the previously approved name of FASDON DRIVE.

Mr. Taylor recommended:

That Z. Skira and Associates Ltd. be advised that the name DAVID HUNTING DRIVE is approved for use in Drew Road Development (T-75144).

F.02.07

T-75144

See Recommendation #14 (D. Culham)

APPROVED

15. Report dated November 15, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names for use within the City of Mississauga. This report was prepared pursuant to a request from Councillor L. Taylor.

In his report, Mr. Taylor listed the names submitted by Councillor Taylor.

January 17, 1985

item 15 continued...

Mr. Taylor recommended:

That Councillor L. Taylor be advised that the following names are approved for use in future developments:

Italia  
Roma  
Milano

F.02.07

See Recommendation #15 (D. Culham)

APPROVED

16. Report dated January 15, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names (Multicultural). This report was prepared pursuant to Council Resolution #706-84. Mr. Taylor advised that the name SABRA was submitted to the Region of Peel Street Names Committee by Councillor L. Taylor. This name was reviewed by the Committee at its meeting on April 11, 1984 and as no duplications or similar sounding names existed, was approved.

Mr. Taylor further indicated that by letter dated October 24, 1984 from the Canadian Arab Federation to Mayor H. McCallion and Members of Council, it was indicated that a Palestinian refugee camp in Lebanon was named SABRA and that this name was offensive to this group. Council, at its meeting on November 5, 1984, pursuant to Resolution #706-84, requested that Mayor McCallion and Councillor Taylor contact the Canadian Arab Federation to select a name to replace SABRA.

In accordance with this direction, the names NABLUS AND PALESTINE were proposed as replacement names for SABRA. These names were reviewed by the Region of Peel Street Names Committee at its meeting on December 5, 1984 with NABLUS being approved. The name PALESTINE was not approved due to similarity with existing streets.

Mr. Taylor recommended:

- (a) That the name NABLUS be approved for use and placed on the Region of Peel list of reserved street names.
- (b) That the name SABRA be removed from the Region of Peel list of reserved street names.

F.02.07

See Recommendation #16 (D. Cook)

APPROVED

January 17, 1985

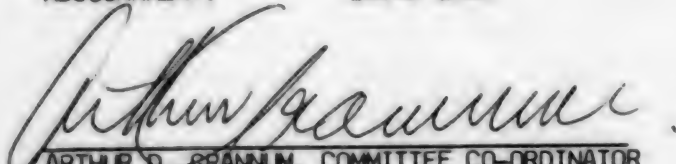
17. Summary of Unfinished Business relating to the Public Works Committee  
as of January 17, 1985.

A.03.04.06

See Recommendation #17 (D. Culham )

RECOMMENDATIONS: As per Report No. 1-85

ADJOURNMENT: 11:40 a.m.

  
ARTHUR D. BRANNUM, COMMITTEE CO-ORDINATOR  
0016C/145C



REPORT NO. 1-85

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its first report and recommends:

- 1-85 (a) That the oral presentation by Mr. Bill Shelser, a representative of Crouse-Hinds, to the Public Works Committee at its meeting on January 17, 1985, regarding alternative street lighting for the Airport Corporate Centre, be received.
- (b) That the oral presentation by Mr. Garry Bradford, representative of Stress, Crete, to the Public Works Committee at its meeting on January 17, 1985, regarding alternative street lighting for the Airport Corporate Centre, be received.
- (c) That York Hannover's proposal to install alternative streetlighting in the Airport Corporate Centre subdivision be approved on the conditions that the luminaires and pole manufacturer be to the approval of the City of Mississauga and Hydro Mississauga as outlined in the report dated December 14, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works.
- (d) That the mounting height be 12.2m (40 ft.)
- (e) That the metal parts of the luminaire be anodized and not painted.
- (f) That Crouse-Hinds provide a prototype of the proposed luminaire to the City and Hydro Mississauga for their approval prior to production.
- (g) That York Hannover agree to maintain a supply of two (2) luminaires of each type and two (2) poles at the respective manufacturers, which will be delivered to the City, at no cost to the City, within 48 hours notice for a period of ten years after the acceptance of the last streetlights in the Airport Corporate Centre Subdivision by the City.

F.06.02.01  
(38-1-85)

- 2-85 That the report submitted by Mr. W. P. Taylor, Commissioner of Engineering and Works, dated January 11, 1985, with respect to newspaper pickup and recycling, be received.

F.05.04.05  
(38-2-85)

January 17, 1985

- 3-85 That the oral presentation by Mrs. Angie McMahon of Buscombe and Dodds, to the Public Works Committee, at its meeting on January 17, 1985, regarding the use of grocery stores as newspaper collection locations and the newspaper recycling program operated by Buscombe and Dodds, be received.

F.05.04.05  
(38-3-85)

- 4-85 That the report dated January 11, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, indicating that notwithstanding the increasing number of culs-de-sac, the level of snowplowing has remained unchanged, be received.

F.05.03.01  
(38-4-85)

- 5-85 (a) That First Street between Cawthra Road and West Avenue, in Ward 1, be renamed EBONY AVENUE.  
  
(b) That River Road between Veronica Drive and Inglewood Drive, in Ward 1, be renamed OLD RIVER ROAD.

F.02.07  
(38-5-85)

- 6-85 That the report dated January 2, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a revision to the City's Walkway Policy, be referred to the next meeting of the Public Works Committee scheduled for February 21, 1985.

A.00.02.01  
F.06.04.01  
(38-6-85)

- 7-85 That the copy of the memorandum dated December 11, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, addressed to Councillor D. Culham, regarding alternative street lighting - Paracon, be received.

J.05.84042  
(38-7-85)



January 17, 1985

8-85 That signs depicting the sequence of municipal addresses on Bough Beeches Boulevard be added to the street name signs at the following locations, as outlined in the report dated November 21, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works:

- (a) Bough Beeches Boulevard and Rathburn Road East
- (b) Bough Beeches Boulevard and Rathburn Road East (3 locations)
- (c) Bough Beeches Boulevard and Fieldgate Drive (2 locations)

F.02.07  
(38-8-85)

9-85 (a) That John D. Rogers and Associates be advised that the following names have been approved and are reserved for their use in future developments, as outlined in the report dated January 10, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works:

Amersand	Leisure
Beachcomber	Matilda
Buccaneer	Milkwood
Cartier	Monger
Chateau	Opal
Excalibur	Rebecca
Journeyman	Tradewinds
Lagoon	Trail Blazer
Lancia	Yorkshire

(b) That Skira and Associates Ltd. be advised that the names GLEN OAKS and CHESBORO are approved for use in the Oak Glen Manors Development (21T-82024M).

(c) That Ventro Construction Ltd. be advised that the name WINGED FOOT CRESCENT is approved for use in Development (21T-84005).

T-82024  
T-84005  
F.02.07  
(38-9-85)

10-85 (a) That the portion of FOWLER DRIVE lying west of Fifth Line West be renamed FOWLER LANE referred to as No. 2 on the sketch attached to the report dated December 3, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works.

(b) That the portion of FOWLER DRIVE lying between Fifth Line West and Erin Mills Parkway be renamed FOWLER COURT referred to as No. 3 on the sketch attached to the report dated December 3, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works.



January 17, 1985

10-85 continued...

- (c) That the name FOWLER DRIVE lying east of Erin Mills Parkway (1 on attached sketch) remain as is at this time but be reviewed as to suitability at such time as the extension occurs.
- (d) That the Ward Councillor, D. Culham, arrange a meeting with affected ratepayers to review these proposals and report back to the Public Works Committee.

F.02.07  
(38-10-85)

- 11-85
- (a) That the private road contained within Peel Condominium Plan 194 be named BENT OAK CIRCLE, as outlined in the report dated December 19, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works.
  - (b) That a standard City of Mississauga street name sign indicating BENT OAK CIRCLE with a second blade indicating PRIVATE ROAD be erected on Montevideo Road at the appropriate location.
  - (c) That the sign be erected by City forces with the cost (approximately \$150.00) being borne by Peel Condominium #194.
  - (d) That the units within the development retain their existing unit numbering.
  - (e) That the Ward Councillor, T. Southorn, arrange a meeting with the residents of Peel Condominium 194 and report directly to Council the residents' comments on the approval.

B.05.194.02  
F.02.07  
(38-11-85)

- 12-85
- That the report dated December 17, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request for approval of the proposed street name - RIDGEWAY DRIVE, be referred to the meeting of Public Works Committee, scheduled for February 21, 1985.

T-81018  
F.02.07  
(38-12-85)

- 13-85
- That the report dated January 10, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding proposed street names, prepared pursuant to a request received from Mr. T. Bartholomeusz, an area resident, be referred to the meeting of Public Works Committee scheduled for February 21, 1985.

F.02.07  
(38-13-85)

January 17, 1985

- 14-85 That Z. Skira and Associates Ltd. be advised that the name DAVID HUNTING DRIVE is approved for use in Drew Road Development (T-75144), as outlined in the report dated November 15, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works.

F.02.07  
T-75144  
(38-14-85)

- 15-85 That Councillor L. Taylor be advised that the following names are approved for use in future developments, as outlined in the report dated November 15, 1984 from Mr. W. P. Taylor, Commissioner of Engineering and Works:

Italia  
Roma  
Milano

F.02.07  
(38-15-85)

- 16-85 (a) That the name NABLUS be approved for use and placed on the Region of Peel list of reserved street names, as outlined in the report dated January 15, 1985 from Mr. W. P. Taylor, Commissioner of Engineering and Works.
- (b) That the name SABRA be removed from the Region of Peel list of reserved street names.

F.02.07  
(38-16-85)

- 17-85 That the Summary of Unfinished Business relating to the Public Works Committee as of January 17, 1985, be received.

A.03.04.06  
(38-17-85)

Thursday, February 21, 1985



THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, FEBRUARY 21, 1985, 9:30 AM

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman  
John Rogers, Vice Chairman  
Councillor D. Culham  
Councillor D. Cook  
Councillor H. Kennedy  
Christopher B. Gauer  
June M. Hayden  
E. Allan Hignell

PREPARED BY: Clerk's Department  
DATE: February 18, 1985

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS  
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD  
TO ANY ITEM ON THE AGENDA.

2345C/129C

INDEX

Public Works Committee - February 21, 1985

DEPUTATIONS

- A. Representative of Mississauga Clean City Campaign - Grant - See Item 1
- B. Mr. Patrick G. Crowther, CNIB - Sidewalk Snowplowing - See Item 2

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.04.03	Mississauga Clean City Campaign - Request for Grant
2.	F.05.03.02	Sidewalk Snowplowing - Impact on Blind/Visually Impaired
3.	F.05.03.02	Sidewalk Snowplowing - Complaint from Ms Karen Goodale
4.	F.05.03.02	Sidewalk Snowplowing - Parthia Crescent/Karencz Road
5.	F.02.07	Street Names - Stars (Mr. T. Bartholomeusz)
6.	F.02.07 T-82031	Street Names - Milac Holdings Subdivision, T-82031
7.	F.02.07 T-80036	Street Names - Paracon Group Subdivision, T-80036
8.	F.02.07 T-83026	Street Names - Request for Approval - Canital
9.	F.02.07 02-24-84	Street Names - Request for Approval - Summerville
10.	F.02.07 T-23795	Street Names - Request for Approval - Grafton
11.	F.02.07 M-533	Street Names - Duplication - Voyager and International
12.	F.02.07 T-81018	Street Names - Request for Approval - Ridgeway, Lisgar
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CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, FEBRUARY 21, 1985  
COMMITTEE ROOM A, 9:30 AM

A G E N D A

DEPUTATIONS:

- A. Mr. Patrick G. Crowther, CNIB Halton Peel District Office  
See Item 1  
F.05.03.02
- B. Mr. Michael Caine, Chairman, Mississauga Clean City Campaign  
See Item 2  
J.07.02.01, A.04.03

MATTERS FOR CONSIDERATION:

1. Report dated February 11, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from the Mississauga Clean City Campaign for a grant in the amount of \$120,000.00, pursuant to General Committee Recommendation 1669-84 (December 10, 1984) (Request for Report 329-84). Mr. Taylor advises that Mr. C. Kofler appeared before General Committee on November 28, 1984, requesting the grant to change the Community's attitude towards improper waste handling and to extend involvement in the recycling of solid wastes. The Mississauga Clean City Campaign organization indicated certain benefits could be obtained if a City grant was provided for a number of years such as:
  1. That the operation of Recycling Centres could be self-supporting within three to five years.
  2. That if litter is decreased by changing the attitudes of people, then the City's cleanup expenses should also decline.
  3. Every cubic yard of material that is recycled requires that much less capacity at a landfill site.
  4. If recycling attitudes are changed and successful marketing of recyclables is attained (such as curb-side pickup for newsprint) then future garbage collection contracts should be positively impacted by recycling revenues.

Mr. Taylor advises that simultaneously with this request, the Region of Peel was preparing a report on the establishment of a Community Recycling Centre at the Britannia Landfill site. As requested, Councillor R. Skjarum on December 7, 1984, chaired a joint meeting with representatives of the Region of Peel, the City of Mississauga, and the Mississauga Clean City Campaign, to assess the requirements for establishing recycling depots within the Region of Peel and to co-ordinate the various activities, from which the following comments and/or conclusions emanated:

1. The Mississauga Clean City Campaign, the Region of Peel, and the City of Mississauga, all had the same objective in encouraging recycling as a very worthwhile project.
2. There are two distinct features in the operation of a Recycling Depot; one is the promotion and education of the concept of recycling within the Community and the other is the physical operation of the depot - i.e. collection, preparation, and haulage to end user (market).
3. The purpose, background, and membership, of the Clean City Group makes it a logical choice to promote recycling in the Community; i.e. advertising and public relations, promotion and education within the community, suggestions regarding operations and advice on the potential end user markets, and the Region of Peel Works Department would be a logical choice for the operation of the actual Recycling Centres. The Region has the manpower and expertise to operate those Centres and with its operation of the landfill site at Britannia Road can provide a suitable location for a Transfer station in order to transport the recycling materials to the end market. (It was assumed that if Recycling Centres were established within the Community they would be Collection Centres only and would be relatively small in size.)
4. It was generally agreed that the operation of the Recycling Centres should be supervised at all times while open and the Region should look into this aspect to see if it would be suitable for Social Service Agencies to man these depots.
5. It was generally agreed that one location for a Recycling Depot should be the Britannia landfill site as residents who are using this facility for the disposal of refuse can also be encouraged to bring with them any recyclable material. The Region's representative indicated that they have established a used oil disposal recycling unit at that location and the residents were making good use of that installation.

Mr. Taylor advises that it was also concluded that in order for recycling depots to be a success, they must be readily accessible, and that while depots may be placed in strategic locations throughout the City at some future date, a depot at the Britannia landfill site would provide an excellent pilot project in order to test participation, costs and revenues.



Further, he advises that the City is involved through its Garbage Collection Contract in collection and recycling of newsprint by curbside pickup. Under this program, some 1,100 tons was recycled in 1984.

Within a few months time, the tender documents will be prepared for a new contract for curbside collection and waste, and Mr. Taylor suggests that it is most likely the tenderers will be required to submit some kind of a recycling package. If a substantial program of curbside pickup was implemented in 1986, the need for Community Recycling Centres would be downplayed and more emphasis would be put on a large Recycling Depot at the Britannia Landfill site which would in effect be a central collection and distribution centre for recyclables to end market.

He offers the following as the role of the Mississauga Clean City Community in 1985:

1. Maintain and expand their Educational Programme in Schools.
2. Encourage the changing of people's attitudes throughout the Community in terms of litter and recycling.
3. Expand the Educational Programme with business. (Example: Industrial Business Parks)
4. Promote recycling in multi-family complexes.
5. In conjunction with the Region of Peel embark on a promotional programme for the Britannia Recycling Centre.
6. Liaise with the City and Regional Recycling Programmes and offer suggestions re operating procedures and market users.

He advises that it is likely that the City will be embarking in the next garbage collection contract a fairly extensive curbside pick-up, he suggests that the Mississauga Clean City Community should evaluate the impact on neighbourhood recycling depots if this concept should come to fruition.

Further, he advises that there are limited funds available in the 1985 Capital Budget, however, he does support the involvement of the Mississauga Clean City Community in the creation of a recycling program, on the basis that the Mississauga Clean City Community, the Region of Peel, and the City dovetail their efforts towards one common goal. To this end, Mr. Taylor recommends:

- (a) That a grant of \$10,000.00 (over and above the \$18,000.00 granted for the hiring of a Coordinator) be given to the Mississauga Clean City Campaign for the year 1985 to cover the work program and philosophy as detailed in the report dated February 11, 1985, from the Commissioner of Engineering & Works.
- (b) That the Mississauga Clean City Community be required to submit a report to the Public Works Committee in February 1986 outlining their accomplishments and completed projects undertaken by them during 1985.



Mr. Michael Caine, Chairman of the Mississauga Clean City Campaign, has been invited to attend this meeting.

A.04.03, J.07.02.01

2. Letter dated January 28, 1985, from Patrick G. Crowther, District Administrator, CNIB Halton Peel District Office, expressing the concerns of the blind and visually impaired individuals and their families, with respect to the lack of snow removal from sidewalks. Mr. Crowther advises that those individuals who rely on the white cane for travel find it impossible to move independently through the snow, and consequently tend to remain at home and become dependent on others for daily needs. Further, he advises that there are more than 350 blind and visually impaired resident in Mississauga and their lives would be greatly improved during the winter months if the City would ensure that sidewalks are kept clear of snow.

This letter was included on the agenda for the Council Meeting of February 11, 1985, at which time it was referred to this meeting and direction given that Mr. Crowther be invited to speak to the Committee in this regard.

Mr. Crowther has been invited to attend this meeting.

F.05.03.02

3. Letter dated January 3, 1985, from Karen Goodale, 3131 Jaguar Valley Drive, Apt. 301, with respect to safety as it related to sidewalks not cleared of snow.

This letter was included on the agenda for the Council Meeting of January 28, 1985, and was referred to this Committee, and to the Commissioner of Engineering & Works who has been requested to evaluate sidewalk snowplowing.

F.05.03.02

DIRECTION REQUIRED

4. Report dated February 4, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request for an increase in the level of service for sidewalk snow plowing and sanding on Parthia Crescent (one side) from Flagship Drive to Tasmania Drive, and on Karenza Road from Sandgate Crescent to Chalkwell Close. Mr. Taylor advises that those sidewalks are not listed as "priority routes" within the guidelines previously approved by Council, but that the pedestrian count on both is high as they are direct school access routes.

He advises that due to the urgency of the request, he has instructed that those sidewalks be plowed and sanded, and recommends:

That the level of service for sidewalk plowing and sanding on Parthia Crescent and Karenza Road be increased and that those streets included as priority sidewalk routes for winter maintenance.

F.05.03.02

RECOMMEND ADOPTION

5. Report dated January 10, 1985 from W. P. Taylor, Commissioner of Engineering and Works, pursuant to a request dated November 11, 1984, from Mr. T. Bartholomeusz (Request for Report 347-84), suggesting that consideration be given to naming streets after stars. Mr. Taylor advises that these names were reviewed by the Region of Peel Street Names Committee on January 9, 1985, some of which were not approved due to duplication, spelling or pronunciation difficulties, and recommends:

That the following names be placed on the Region of Peel list of reserved street names as being available for selection by developers or the municipality:

ANDROMEDA  
AQUARIUS  
DENEK  
FORNAX  
GEMINI  
MENKAR  
PAVO  
POLARIS  
POLLUX  
SABIK  
SAGITTA  
TUCANA  
VEGA  
VOLANS

This report was included on the agenda for the Public Works Committee Meeting of January 17, 1985, and was deferred to this meeting pursuant to Recommendation 13-85, approved by General Committee on January 30, 1985, and subsequently adopted by Council on February 11, 1985.

F.02.07

RECOMMEND ADOPTION

6. Report dated February 5, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to a submission from Planning Management Group Ltd. regarding street names proposed for plan of subdivision T-82031 (north side of Dundas Street West, west of Mavis Road). Mr. Taylor advises that these names were reviewed by the Region of Peel Street Names Committee on January 9, 1985, some of which were not approved due to duplication, spelling or pronunciation difficulties, and recommends:

That Planning Management Group Limited be advised that the following names are approved for use in proposed plan of subdivision T-82031, Milac Holdings Limited (north side of Dundas Street West, west of Mavis Road):

FAIRVIEW ROAD WEST  
DRAGON DRIVE  
SWEDRU  
LATVIA  
PILCOM  
ALMART  
BANAS  
CLARINET  
LANDVIEW

LECH WALESIA DRIVE  
NANAK  
LUZON  
UKRAINE  
LONGSIDE  
REDMOND  
REFLEX  
SHETLAND  
SLIPSTREAM

F.02.07, T-82031

RECOMMEND ADOPTION

7. Report dated February 13, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to a submission from Paracon Group regarding street names proposed for plan of subdivision T-80036 (north-west corner of Creditview Road and Britannia Road). Mr. Taylor advises that these names were reviewed by the Region of Peel Street Names Committee, and recommends:

That Paracon Group be advised that the following names are approved for use in proposed plan of subdivision T-80036 (north-west corner of Creditview Road and Britannia Road):

TILLSDOWN DRIVE  
NEWGREEN CIRCLE  
HARSMERE LANE  
HOLYWELL AVENUE  
LOGANDALE WAY  
BAGWELL LANE  
ROXBURY ROAD  
SIR MONTY'S DRIVE  
STONEHAM ROAD  
ST. IVES COURT  
WINCHESTER DRIVE

F.02.07, T-80036

RECOMMEND ADOPTION

8. Report dated January 31, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter dated January 4, 1985, from M. A. Millard, President, Traders Associates, requesting that the name CANITAL be reserved for use within proposed plan of subdivision T-83026 (north side of Eglinton Avenue between Highway 10 and Kennedy Road) (Request for Report 10-85). Mr. Taylor advises that this name has been approved by the Region of Peel Street Names Committee and recommends:



That Traders Associates be advised that the name CANITAL is approved for use within proposed plan of subdivision T-83026 (north side of Eglinton Avenue between Highway 10 and Kennedy Road).

F.02.07, T-83026

RECOMMEND ADOPTION

9. Report dated February 13, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from Councillor D. Cook for approval of the use of the name SUMMERVILLE within the lands under rezoning application OZ-24-84, Runnymede Development Corporation (between Dundas Street East and the Etobicoke Creek, west of Southcreek Road).

He advises that since 1981 the name SOMERVILLE has been included on the Region of Peel list of reserved street names for the future use of Councillor F. McKechnie. He explains that while the spelling is different, the phonetics are essentially the same and as such present a conflict. However, it is his understanding that Councillor McKechnie has agreed to waive his reservation in favour of Councillor Cook.

Mr. Taylor further advises that the name SUMMERVILLE is historically significant being the early name of the area and that while the proposed roadway will align directly opposite existing Universal Drive, the name change would occur at a major road (Dundas Street East) and would present no problem. Mr. Taylor recommends:

- (a) That Councillor D. Cook be advised that the name SUMMERVILLE is approved for use within the lands under rezoning application OZ-24-84, Runnymede Development Corporation (between Dundas Street East and the Etobicoke Creek, west of Southcreek Road).
- (b) That the SOMERVILLE be deleted from the Region of Peel list of reserved street names.

F.02.07, OZ-24-84

RECOMMEND ADOPTION

10. Report dated February 13, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter from Mr. Russell Grafton, PO Box 7, Brampton, requesting that CARDIFF BOULEVARD within proposed plan of subdivision T-23795, Carma Developers Ltd. (north side of Derry Road between Highway 401 and Tomken Road) be renamed GRAFTON WAY in honour of his ancestors who were the first settlers in the area and occupied these lands from 1818 to 1981 (Request for Report 321-84).

Mr. Taylor advises that the request has been discussed with the developer who indicate there is no objection. He explains that when the street names for this development were under review in 1978, the name CARDIFF BOULEVARD was approved, reflecting the fact that the proposed roadway was continuous with existing Cardiff Boulevard east of Tonken Road. While the subject proposal would create a change in the name of a continuous roadway, it would occur at a major street (Tonken Road) and presents no problem.

Further, he advises that the name has been reviewed with the Region of Peel and that while there is a GRAFTON CRESCENT in Brampton, it is a relatively small street (approximately 10 lots) and there is considerable distance between the two locations, and therefore no serious conflict would be presented. Mr. Taylor recommends:

THAT the name GRAFTON WAY be approved for use in proposed plan of subdivision T-23795, Carma Developers Ltd. (north side of Derry Road between Highway 401 and Tonken Road)

F.02.07, T-23795

RECOMMEND ADOPTION

11. Report dated February 8, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to the duplication of street names VOYAGER DRIVE and INTERNATIONAL BOULEVARD, pursuant to General Committee Recommendation 1561-84 (November 5, 1984) whereby the names as show on Plan M-533 in the industrial area south of Lester B. Pearson Airport, are to be reconsidered and referred to the Commissioner for a report to the Public Works Committee. (Request for Report 299-84).

Mr. Taylor advises that the name VOYAGER DRIVE was originally approved for use within proposed plan of subdivision T-76042, Airport Corporate Centre Inc. (on the south side of Highway 401 at the boundary with the City of Etobicoke), and that the name INTERNATIONAL BOULEVARD was originally approved for use within proposed plan of subdivision T-79038, Tenbury Investments Ltd. (adjacent to plan T-76042). He explains that registration is imminent for the Tenbury (now Bialf Developments Ltd.) plan, and the Municipality of Metropolitan Toronto has brought to attention the conflict with streets of those names in the City of Etobicoke and in close proximity to the Mississauga streets.

With respect to VOYAGER DRIVE, Mr. Taylor advises that Airport Corporate Centre Inc. supports a change to ORBITOR DRIVE, one of the names suggested by Councillors F. McKechnie and D. Cook.

With respect to INTERNATIONAL BOULEVARD, he advises that Bialf Developments Ltd. have indicated a preference for the name COMMERCE BOULEVARD, which is not one of the names submitted by the Councillors. The developer has also requested that, due to potential delays, the renaming not occur until after plan registration.



Mr. Taylor advises that the names ORBITOR and COMMERCE have been reviewed and approved by both the Region of Peel Street Names Committee and the Municipality of Metropolitan Toronto. Further, the tenants of the one residential property on Voyager Drive are aware of the proposed street name change.

He also indicated that Metro has approved the name change in accordance with the policy which has been established between the Region and neighbouring municipalities to hopefully eliminate this happening in the future.

Mr. Taylor recommends:

- (a) That VOYAGER DRIVE be renamed ORBITOR DRIVE, and that the street be double-signed for a period of one year.
- (b) That, immediately upon registration of proposed plan of subdivision T-79038, Balf Developments Ltd. (north side of Eglinton Avenue East, west of Renforth Drive), INTERNATIONAL BOULEVARD be renamed COMMERCE BOULEVARD.

F.02.07, M-533, T-79038

RECOMMEND ADOPTION

12. Report dated February 8, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to the approval of proposed street names RIDGEWAY DRIVE and LISGAR TRAIL, further to his report dated December 17, 1984, regarding RIDGEWAY DRIVE.

Mr. Taylor advises that the roadway referred to as RIDGEWAY DRIVE comprises a proposed development road extending from Dundas Street West northerly to Eglinton Avenue West, aligning with Tenth Line, and crossing Highway 403.

He explains that the name RIDGEWAY DRIVE first appeared in 1971 and was apparently suggested by The Cadillac-Fairview Corporation, and that while the name has been in general use over the year and appears in a considerable number of documents (draft plans, secondary plans, engineering submissions, etc), his Department can find no record or formal application or approval. The name was reviewed by the Region of Peel Street Names Committee for use in proposed plan of subdivision T-81018, Erin Mills Development Corporation (north side of Dundas Street between Winston Churchill Boulevard and Highway 403); however due to similarities with existing street names, the name was not approved. Notwithstanding this, Mr. Taylor advises that his Department has reviewed this matter and does not consider this similarity a matter of concern. Further, he suggests that a change in name at this time would cause considerable confusion and inconvenience to many parties.



It was originally proposed that the road would ultimately form one continuous roadway between Dundas Street West and Highway 401, and that Tenth Line be renamed RIDGEWAY DRIVE to achieve this purpose. However, as a result discussions between Councillor T. Southorn and the Meadowvale Residents' Association, it has been suggested that Tenth Line be renamed LISGAR TRAIL which is historically significant and was reserved by the Streetsville Historical Society to be used within the City, at the discretion of staff. Further, Mr. Taylor advises that Councillor Southorn is reviewing the name with the residents of Tenth Line.

While the recommendation will result in a name change in the ultimate continuous roadway, it would be at a major road (Eglinton Avenue West), and Mr. Taylor recommends:

- (a) That the name RIDGEWAY DRIVE be approved for use in proposed plan of subdivision T-81018, Erin Mills Development Corporation (north side of Dundas Street between Winston Churchill Boulevard and Highway 403).
- (b) That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West, shown as 'A' on the sketch attached to the report dated February 8, 1985, from the Commissioner of Engineering & Works.
- (c) That, subject to confirmation as to the acceptability from the Ward Representative, Councillor T. Southorn, Tenth Line be renamed LISGAR TRAIL in its entirety, shown as 'B' on the sketch attached to the report dated February 8, 1984, from the Commissioner of Engineering & Works, and that the street be double-signed for a period of one year.

NOTE: Pursuant to General Committee Recommendation 163-85 (February 11, 1985), Mr. Taylor's report dated December 17, 1984, in this regard, was referred to Councillors S. Mahoney and T. Southorn for discussion and report back to the Public Works Committee (Request for Report 40-85).

F.02.07, T-81018

DIRECTION REQUIRED

13. Report dated July 31, 1984, from W. P. Taylor, Commissioner of Engineering & Works, regarding the duplication of street names, which report was prepared in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

This matter was considered by the Public Committee on August 8, 1984, at which time it was recognized that considerable time would be involved in resolving the duplications and, in many instances, it would be necessary for meetings to be held with area residents. Pursuant to Recommendation 44-84, as amended by General Committee on August 13, 1984, and subsequently adopted by Council on August 15, 1984, this report was circulated to the Members of Council, the Fire Chief and the Chief of Police for their comments as to the identification of duplications and conflicts which require priority, and included on the agenda for the Committee Meeting on September 20, 1984.

On September 20, 1984, the Committee considered an updated version of Mr. Taylor's report, including comments received to date from the Members of Council. Pursuant to Recommendation 58-84 approved by General Committee on October 3, 1984, and subsequently adopted by Council on October 9, 1984, consideration of the report was deferred to the next meeting of the Committee (October 18, 1984), at which time the duplication of street names in Wards 1, 5 and 9, were to be addressed.

On October 18, 1984, the Committee passed Recommendations 67-84 through 71-84, inclusive, which were approved by General Committee on October 31, 1984, and subsequently adopted by Council on November 5, 1984, paraphrased as follows:

- 67-84 ... subject to the approval of area residents ... First Street between Cawthra Road and West Avenue (Ward 1) be renamed Gordken Road ...
- 68-84 ... feasibility of closing First Street between Second Line West and Pond Street (Ward 9) be referred to Councillor T. Southorn for review with the Meadowvale Village Community Association and a report back ...
- 69-84 ... duplication of Mill Street between Derry Road West and Pond Street (Ward 9) be referred to Councillor T. Southorn for 60 days to allow discussions with the Meadowvale Village Community Association with respect to the suggestion that the street be renamed.
- 70-84 ... duplication of Princess Street within Wards 5 and 9 be referred to Councillors F. McKechnie and T. Southorn for 60 days to allow discussions with local residents with respect to the suggestion that the street in Ward 5 (between Catrnick Street and Hull Street) be renamed.
- 71-84 ... subject to the approval of area residents, River Road between Veronica Drive and Inglewood Drive (Ward 1) be renamed ...

The November and December meetings of the Public Works Committee were cancelled due to a lack of items of business, and this subject was included on the agenda for the meeting held on January 17, 1985.

At the January 17, 1985, meeting, the Committee passed Recommendation 5-85, pursuant to a memorandum from Councillor Kennedy in accordance with Recommendations 67-84 and 71-84, suggesting that First Street between Cawthra Road and West Avenue be renamed Ebony Avenue, and that River Road between Veronica Drive and Inglewood Drive be renamed Old River Road. This recommendation was approved by General Committee on January 30, 1985, and subsequently adopted by Council on February 11, 1985.

At this meeting, the Committee is to consider the duplications of street names within Wards 2, 3 and 9.

By memorandum dated January 21, 1985, Councillor T. Southorn advises that the area residents have confirmed that they would appreciate Tenth Line being renamed Lisgar Trail.



NOTE: Mr. Taylor's July 31, 1984, report is NOT attached to this agenda since the report has been duplicated on 3 previous agenda. Extra copies will be available at the meeting.

F.02.07

DIRECTION REQUIRED

14. Letter dated November 14, 1984, from Margaret E. Stuart, 50 Elm Drive East, Apt. 1811, expressing concern with respect to street names in new subdivisions. Ms Stuart suggests that "naming streets for places, people or happenings which are controversial or painful is most unwise ... this is Canada, a land of peace and new beginnings ... any cause for volatile reactions should be avoided".

F.02.07

DIRECTION REQUIRED

15. Report dated January 2, 1985 from W. P. Taylor, Commissioner of Engineering & Works, with respect to a revision to the City's Walkway Policy. Mr. Taylor advises that this policy, adopted in June, 1980, provides that walkways are "to be located on the driveway side of adjacent lots, and house walls facing walkways be windowless". He advises that numerous complaints have been received from developers, builders, and architects, that the provision that "house walls facing walkways be windowless" is generally too restrictive.

Mr. Taylor explains that when this policy was adopted, it was determined that all walkway fencing should be 6 ft (1.83m) in height instead of the previously acceptable height of 4 ft (1.2m), and that he feels that this fencing height increase, together with the commonly required screen planting, will adequately deal with the previously reported problems of "broken windows" and "reduced privacy." He advises that his Department can support the opinions of the developers, builders and architects and can recommend that the provision be deleted from the policy.

Mr. Taylor recommends:

- (a) That Engineering Standard No. 4 and the Standard Policy with respect to Walkways, adopted pursuant to General Committee Recommendation 736-80 (June 9, 1980), be amended to delete the provision that "house walls facing walkways be windowless".
- (b) That the Building Department be advised that notwithstanding what is indicated in Schedule C of various residential Servicing Agreements, the City will permit windows in house walls that face walkways.



This report was included on the agenda for the Public Works Committee Meeting of January 17, 1985, and was deferred to this meeting pursuant to Recommendation 6-85, approved by General Committee on January 30, 1985, and subsequently adopted by Council on February 11, 1985.

A.00.02.01, F.06.04.01

RECOMMEND ADOPTION

16. Report dated January 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to the illumination of the walkway between Obeck Crescent and Bunsden Avenue, pursuant to a memorandum dated January 14, 1985, from Councillor D. Culham. Mr. Taylor advises that Mr. Norris, 2094 Obeck Crescent, complained to the Councillor about excessive vandalism in the four lots adjacent to the walkway, which is not illuminated to present City Standards.

Further, he advised that pursuant to discussions with Mrs. Norris, she stated that all four adjoining property owners support the installation of a streetlight in the walkway. In this regard, and following a site visit, Mr. Taylor advises that his Department cannot foresee any problems with the walkway lighting affecting the adjacent properties, and that a new streetlight could be installed at the mid point of the walkway for about \$2,000.00. Mr. Taylor recommends:

- (a) That a streetlight be installed at the mid-point of the walkway between Obeck Crescent and Bunsden Avenue.
- (b) That the cost of this installation (estimated to be \$2,000.00) be charged to account 08680-84 (Capital Streetlighting from Current Accounts).

F.02.06.01

RECOMMEND ADOPTION

17. Report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Talka Subdivision, requesting that the 3-hour parking limit be rescinded, or that parking permits be issued to permit residents to park in front of their homes. Mr. Taylor advises that the petition covers the following streets (the percentages following the street names reflect the numbers signing the petition):

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

Further, he advises that the on site parking has been reviewed, with the result that each unit would appear to have at least 2 parking spaces on the unit property, as follows:

- One car in garage and at least one car in a driveway,
- Two car parking space in the front yard of the unit.

He advises that, while the snow conditions during the review made it difficult to assess the actual configuration of parking spaces on some of the lots, based on the overall picture each lot appears to have at least 2 parking spaces on site. The site plan for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Mr. Taylor suggests that some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other, but this situation is not uncommon in other parts of the City.

He details the widths of the subject roads, and explains that while the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

Reviewing his report dated February 13, 1984 to the Public Works Committee and subsequently adopted by Council on May 14, 1984, Mr. Taylor confirms that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing, he indicates that he does not favour the development of long term on-street parking in this area, and recommends:

That long term on-street parking not be considered for the following streets within Plan M-209, Talka Subdivision: Andros Boulevard, Kos Boulevard, Zante Crescent, Zante Court, Lefkas Court, Nesdale Court and Ithaca Court.

F.06.04.02

RECOMMEND ADOPTION

18. Recommendation from a report dated February 13, 1984, from W. P. Taylor, Commissioner of Engineering & Works, with respect to on-street parking in residential zones:

That Traffic By-law No. 444-79 be amended to implement long term on-street parking on Inverhouse Drive and Lushes Drive - alternate side long term parking.

Mr. Taylor's report was considered by the Public Works Committee on February 16, 1984, at which time the Committee directed that the report be circulated to all Members of Council for their comments back to the next Committee Meeting, and that a further report be prepared with respect to a procedure to be followed for the renewal of parking permits.



At their next meeting, on April 19, 1984, the Committee reviewed the list of streets on which long term (72 hr) on-street parking would be permitted, and the matter was again deferred.

At their next meeting, on May 17, 1984, the Committee considered an further report dated April 5, 1984, from Mr. Taylor, pursuant to which Recommendations 16-84 and 17-84 was passed, approved by General Committee on May 30, 1984, and subsequently adopted by Council on June 11, 1984, implementing long term on-street parking on specific streets, permitting overnight parking on specific streets, and developing an experimental program of permit parking on a portion of Williamsport Drive.

The recommendation in Mr. Taylor's February 13, 1984, report, had been deferred to allow Councillor Marland an opportunity to arrange meetings with the Executives of the Condominium Corporations 69 (915 Inverhouse Drive) and 98 (965 Inverhouse Drive). By memorandum dated August 1, 1984, Councillor Marland advised that both Associations had alternative suggestions and do not agree with Mr. Taylor's recommendations:

PCC 69: while the Corporation does not object in principle, there is concern about parking on the east side, specifically with respect to snow clearance and possible blocks of the driveways to Units 1 - 8, and it is their suggestion that parking on the west side of the street may be a better idea.

PCC 98: present method of parking is more than adequate, any change would only increase the possibility of serious accidents.

This matter has not been included on an agenda since May 17, 1984.

F.06.04.02, C.03.03

DIRECTION REQUIRED

19. Report dated June 8, 1984, from W. P. Taylor, Commissioner of Engineering & Works, with respect to long term on-street parking on Barsuda Drive, pursuant to a petition from residents of the townhouses on this street. Mr. Taylor advises that there are 232 off-street parking spaces (123%) to serve the total 189 units in the townhouses numbered 2020, 2025, 2030, 2054, 2055, 2056 and 2077 Barsuda Drive. He explains that this is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units, and suggests long term on-street parking would seem appropriate.

Mr. Taylor advises that while staff recommend that the west side be designated for long term parking with a maximum limit of 72 hrs between a point opposite the north limit of number 2077 Barsuda Drive and 15m north of Ambridge Court, alternate side parking is not recommended on the east side of the street due to the curving of the road and the park.



Since parking can only be allowed on one side of the street if 2-way traffic flow is to be maintained, and since parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court, minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west.

Mr. Taylor recommends:

- (a) That long term on-street parking be permitted up to a maximum period of 72 hrs on the west side of Barsuda Drive from a point opposite the north limit of 2077 Barsuda Drive and a point 15m north of Ambridge Court.
- (b) That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
- (c) That a by-law be passed to amend Traffic By-law 444-79, as amended, in this regard.

At its meeting on August 8, 1984, the Committee passed Recommendation 37-84, approved by General Committee on August 13, 1984, and subsequently approved by Council on August 15, 1984, deferring consideration of this report to a future meeting of the Public Works Committee, to allow Councillor Marland to discuss the recommendation with the residents.

F.06.04.02

This matter has not been included on an agenda since August 8, 1984.

DIRECTION REQUIRED

20. Traffic Signals

At the General Committee Meeting held on October 17, 1984, Councillor F. McKechnie requested that the entire matter of traffic signals throughout the City be referred to the Public Works Committee, with particular emphasis on unwarranted traffic signals when the entire cost has been borne by the developer.

J.05.84043

DIRECTION REQUIRED

- 21. Letter dated November 6, 1984, from A. R. Williamson, with respect to criteria for the installation of traffic lights. Mr. Williamson advises that with the installation of the signals at the intersection east of Mavis Road on Burnhamthorpe Road, there will be 28 sets of lights within the 10 miles between the Credit Woodlands and his office on the East Mall, a situation which he views to be "excessive" and he "despair(s) of being able to get to work in a reasonable time".

He suggests that with the continuing development, more traffic will be travelling on Burnhamthorpe Road, and that the elimination of some traffic lights will help speed passage along that road. He also suggests that "the time has come for more stringent criteria to be applied before permission is given for extra traffic lights to be installed".

F.06.02

DIRECTION REQUIRED

22. Report dated January 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to pedestrian "Walk" timings at traffic control signals, pursuant to concern expressed at the Council Meeting of October 22, 1984, that there is generally insufficient time for pedestrians to cross the roadway on the "Walk" indication.

Mr. Taylor advises that The Highway Traffic Act provides that a "Walk" indication on the pedestrian signal head allows the pedestrian to enter the intersection only and the pedestrian is to clear the intersection on the combination of the "Flashing Don't Walk" and "Solid Don't Walk" signal indications. Further, the Act also states that a pedestrian having legally entered the intersection on a "Walk" has the right-of-way for the duration of the crossing but that the pedestrian has the responsibility of completing the crossing without undue delay.

He advises that the "Walk" and "Flashing Don't Walk" timing is calculated individually for each and every signalized intersection and is influenced by the various intersection widths, and explains the present formula in calculating this timing.

Further, he advises that the present method of calculating pedestrian timing is considered desirable by this Department - the "Walk" indication clearly defines to the pedestrian to proceed, the "Flashing" and "Solid Don't Walk" displays provide the necessary clearance period much the same as the amber and all red clearance intervals do for vehicles.

A review of accident records indicates that only 1 pedestrian has been involved in an accident at a traffic control signal under the jurisdiction of the City of Mississauga in the past 2-year 8-month period. This was an eight-year old child who tried to cross on an amber signal and against the "Don't Walk" display. No charges had been laid in this instance according to the Police report.

He explains his Department responds to a number of calls with regard to this matter, and that once the operation has been explained, (including the fact that the push buttons, where available must be pressed to bring up the "Walk" indication) a favourable reaction is generally received. He further advises that his Department endeavours to publicize the pedestrian signal operation through various media.



He concludes that the present pedestrian operation is achieving both safety and efficiency at all traffic control signal locations and suggests that more publicity is needed to create an understanding by the general public. Mr. Taylor recommends:

- (a) That the present practice of the Engineering & Works Department to calculate pedestrian "Walk" and "Don't Walk" timing at Traffic Control Signals within the City of Mississauga continue to be utilized.
- (b) That the Engineering & Works Department continue to publicize the operation of the pedestrian control signals within the City of Mississauga with any means available.
- (c) That the Ministry of Transportation and Communications for Ontario be requested to provide greater publicity towards the pedestrian actuated operation of traffic control signals in Ontario.

F.06.02

RECOMMEND ADOPTION

- 23. Letter dated January 21, 1985, from Allied Chemical, enclosing an newspaper advertisement advocating the use of calcium chloride for winter road maintenance in Ontario. The letter invites comments.

F.05.03.01

DIRECTION REQUIRED

- 24. Display by the Association of Professional Engineers of Ontario at Square One during the the exposition called "Engineering in the Community" to be held at Square One, Mississauga, on March 28, 29 and 30, 1985.

F.01.01

DIRECTION REQUIRED

- 25. Summary of Unfinished Business relating to the Public Works Committee as of February 18, 1985.

A.03.04.06

RECOMMEND RECEIPT





# City of Mississauga

## MEMORANDUM

1-1

FILES: 15 111 00003  
11 141 00039

To Mayor and Members of

From William P. Taylor, P. Eng.

Dept. Public Works Committee

Dept. Engineering & Works

1334

FEB 14 1985

P. W. DATE Feb 21/85

A-04-03

REQUEST NO. 329-84

February 11, 1985

SUBJECT: Mississauga Clean City Campaign request for a grant of \$120,000.00.

ORIGIN: Engineering and Works Department

COMMENTS: In November 1984 Mr. C. Kofler, on behalf of Mississauga Clean City Campaign, appeared before General Committee to request a grant in the amount of \$120,000.00 for the year 1985.

The purpose of this grant was to change the Community's attitude towards improper waste handling and to extend involvement in the recycling of solid wastes in the Community. The Mississauga Clean City Campaign organization indicated certain benefits could be obtained if a City grant was provided for a number of years such as:

1. That the operation of Recycling Centres could be self-supporting within three to five years.
2. That if litter is decreased by changing the attitudes of people, then the City's cleanup expenses should also decline.
3. Every cubic yard of material that is recycled requires that much less capacity at a landfill site.
4. If recycling attitudes are changed and successful marketing of recyclables is attained (such as curb-side pickup for newsprint) then future garbage collection contracts should be positively impacted by recycling revenues.

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1-2

COMMENTS: (continued)

As a result of this request Council at its meeting on December 10, 1984, adopted the following recommendation:

- "1669-84 (a) That a grant of \$18,000.00 be awarded to Mississauga Clean City to hire a co-ordinator and assist with operating expenses;
- (b) That Mississauga Clean City be requested to appear before the Public Works Committee with respect to their original grant request of \$120,000.00 to expand the group's existing program of litter reduction;
- (c) That the City Manager report to General Committee as soon as possible on the assistance that can be offered to Mississauga Clean City for its continued operation prior to 1985 budget discussions."

With respect to Part 'B' of this recommendation, we were requested by Council to prepare a report to the Public Works Committee concerning your grant request.

It was also noted that simultaneously with this request on behalf of the Mississauga Clean City Community the Region of Peel was preparing a report on the establishment of a Community Recycling Centre at the Britannia Landfill site. In view of the various Associations involved with recycling Councillor Skjarum was requested to hold a joint meeting with representatives of the Region of Peel, the City of Mississauga, and the Mississauga Clean City Campaign, in order to assess the requirements for establishing Recycling Depots within the Region of Peel and to co-ordinate the various activities. A meeting was held on December 7, 1984, under the Chairmanship of Councillor Skjarum and the following, in point form, are comments and/or conclusions emanating from that meeting.

- (a) The Mississauga Clean City Campaign, the Region of Peel, and the City of Mississauga, all had the same objective in encouraging recycling as a very worthwhile project.
- (b) There are two distinct features in the operation of a Recycling Depot; one is the promotion and education of the concept of recycling within the Community and the other is the physical operation of the depot - i.e. collection, preparation, and haulage to end user (market).

.../...



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1-3

- (c) The purpose, background, and membership, of the Clean City Group makes it a logical choice to promote recycling in the Community; i.e. advertising and public relations, promotion and education within the community, suggestions regarding operations and advice on the potential end user markets, and the Region of Peel Works Department would be a logical choice for the operation of the actual Recycling Centres. The Region has the manpower and expertise to operate those Centres and with its operation of the landfill site at Britannia Road can provide a suitable location for a Transfer station in order to transport the recycling materials to the end market. (It was assumed that if Recycling Centres were established within the Community they would be Collection Centres only and would be relatively small in size.)
- (d) It was generally agreed that the operation of the Recycling Centres should be supervised at all times while open and the Region should look into this aspect to see if it would be suitable for Social Service Agencies to man these depots.
- (e) It was generally agreed that one location for a Recycling Depot should be the Britannia landfill site as residents who are using this facility for the disposal of refuse can also be encouraged to bring with them any recyclable material. The Region's representative indicated that they have established a used oil disposal recycling unit at that location and the residents were making good use of that installation.

It was also concluded that in order for Recycling Depots to be a success the depots must be readily accessible to the Community and while it was acknowledged that no doubt depots may be placed in strategic locations throughout the City at some future date, the establishing of a depot at the Britannia landfill site by the Region of Peel at this time would provide an excellent pilot project in order to test participation, costs and revenues, before establishing further expansion.

As Committee is aware, the City is involved through its Garbage Collection Contract in collection and recycling of newsprint by curbside pickup. In 1984 we collected some 1,100 tons and recycled same. Within a few months time we will preparing the tender documents for a new contract for curbside collection and waste within the City of Mississauga and it is most likely at that time the Tenderers will be required to submit some kind of a recycling package as part of their tender. If, for

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1-4

COMMENTS: (continued)

example, a substantial programme of curbside pickup was implemented in 1986, then this would downplay the need for Community Recycling Centres and would probably put more emphasis on a large Recycling Depot at the Britannia Landfill site which would in effect be a central collection and distribution centre for recyclables to end market.

As far as the role of the Mississauga Clean City Community in 1985 is concerned we see it as follows:

- (a) Maintain and expand their Educational Programme in Schools.
- (b) Encourage the changing of people's attitudes throughout the Community in terms of litter and recycling.
- (c) Expand the Educational Programme with business.  
(Example: Industrial Business Parks)
- (d) Promote recycling in multi-family complexes.  
(Example: townhouse developments, high-rise apartments and condominium complexes)
- (e) In conjunction with the Region of Peel embark on a promotional programme for the Britannia Recycling Centre.
- (f) Liaise with the City and Regional Recycling Programmes and offer suggestions re operating procedures and market users.

As previously mentioned it is likely that we will be embarking in our next garbage collection contract a fairly extensive curbside pick-up and we feel that the Mississauga Clean City Community should evaluate the impact on neighbourhood recycling depots if this concept should come to fruition.

Also, we are acutely aware of the limited funds available in the 1985 Capital Budget, however, we do support the involvement of the Mississauga Clean City Community in the creation of a recycling programme in Mississauga on the basis that the Mississauga Clean City Community, the Region of Peel, and the City of Mississauga dovetail their efforts towards one common goal. To this end we suggest that over and above the \$18,000.00 already provided to the Mississauga Clean City Community by Council to hire a Co-ordinator that a further grant be given in the amount of \$10,000.00 for 1985 in order for the Mississauga Clean City Community to expand their goals and objectives as outlined

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COMMENTS: (continued)

in the philosophy of this report. We would also suggest that the Mississauga Clean City Community be instructed to bring a report to the Public Works Committee in February 1986 outlining the accomplishments and completed projects during 1985.

RECOMMENDATIONS:

1. That a grant of \$10,000.00 be given to the Mississauga Clean City Campaign for the year 1985 to cover the work programme and philosophy contained in this report. This \$10,000.00 grant is over and above the \$18,000.00 already awarded by Council to hire a Co-ordinator.
2. That the Mississauga Clean City Community be required to submit a report to the Public Works Committee in February 1986 outlining their accomplishments and completed projects undertaken by them during 1985.

*AmS*  
AEM:cds  
235E:7E

cc: E. M. Halliday  
W. S. Vinter

*William P. Taylor*  
William P. Taylor, P.Eng.  
Commissioner  
Engineering and Works



The Canadian  
National  
Institute  
for the Blind

Ontario Division

Patron: The Honourable  
John B. Aird,  
Lieutenant-Governor  
of Ontario

3034 Palstan Road, Suite M1, Mississauga, Ontario L4Y 2Z6 274-8897

January 28, 1985

S.A. DATE

FEB 11 1985

2-1

Mrs. Margaret Marland  
Counsellor  
The City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

RECEIVED

JAN 30 1985

COUNCILLORS

F. W. DATE

983

FEB 4 1985

FEB 03 1985

FEB 21 1985

Dear Mrs. Marland,

I am writing to you at this time to express the concerns of many of the blind and visually impaired individuals and their families living in Mississauga.

Concern has been expressed about the lack of snow removal from city sidewalks. Those individuals who rely on the white cane for travel in and around the community find it impossible to move independently through the snow.

The result is that people will tend to remain at home and become dependent on others for daily needs.

For your information, there are more than 350 blind and visually impaired men, women and children of all ages known to the Canadian National Institute for the Blind in Mississauga. Their lives would be greatly improved during the winter months if the City of Mississauga would ensure that sidewalks are kept clear of snow.

We realize that weather conditions are uncontrollable, however, the removal of snow from city sidewalks is something over which we can exercise some control.

In cities, where sidewalks are kept clean, the blind and visually impaired, white cane users, dog guide users, and others, experience a greater independence.

Your attention to this matter is greatly appreciated.

Sincerely,

Patrick G. Crowther,  
District Administrator -  
CNIB Halton Peel District Office.

PGC/df

Objectives: To ameliorate the condition of the blind of Canada and to prevent blindness.



3-1

January 3, 1985.

RECEIVED  
JAN 7 1985  
4/85  
COUNCILLORS  
618  
DATE JAN 2 1985  
F050302

Mr. L. Taylor,  
Councilor,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2.

C.A. DATE JAN 28 1985

L.W. DATE Feb 21/85

Dear Sir:

I have been advised by your secretary to send a letter to you concerning the sidewalks in Mississauga. They are never paved. I am a taxpayer and think I have certain rights where my safety is concerned. I have put up with this problem for a number of years and am fed up. The other day I had to help an elderly lady over a huge snowbank just to get on the bus. This is ridiculous. Your secretary informed me that only sidewalks with priority get shoveled. As far as I am concerned when I have to walk on a busy street - because I cannot walk on the sidewalk then that becomes a priority. What do the City of Mississauga want people to do all winter - hibernate? Something must be done. I am in my late twenties and find it impossible to walk on those sidewalks - can you imagine what a Senior citizen feels like. I am not near a Senior's home - but there a number of elderly in my building alone. It really annoys me when after seeing my paycheque dwindle because of taxes I cannot even enjoy a walk when I choose to. As far as carrying groceries in the winter - forget it. It is far too dangerous. There is no choice

NOTE: At the Council meeting on January 14, 1985, the Commissioner of Engineering & Works was directed to prepare a report to Mayor McCallion clarifying the City's policy with respect to sidewalk snowplowing.

3-2

/2...

but to walk on the road and have drivers honk and yell at you.  
If I get no satisfaction from your office - I will keep going  
until someone does something.

Thank-you for taking time to read my letter and I would  
appreciate an answer to this problem.

Yours truly,

*Karen Goodale*

Karen Goodale.

Karen Goodale,  
3131 Jaguar Valley Drive,  
Apt. 301,  
Mississauga, Ontario.  
L5A 2J2.



# City of Mississauga

## MEMORANDUM

4

To: Chairman and Members of the  
Dept. Public Works Committee  
From: W. P. Taylor, P. Eng.  
Dept. Commissioner

GSTRY No 1098

DATE FEB 7 1985

F. W. DATE Feb 24/85

LE No FOS 0302

File Ref: 12 211 84010

ENGINEERING DEPARTMENT

February 4, 1985

SUBJECT: Sidewalk Plowing and Sanding  
ORIGIN: Engineering & Works Department

COMMENTS: We have had a request for an increase in the level of service for sidewalk plowing and sanding on the following streets:

- 1) Parthia Crescent (one side) from Flagship Drive to Tasmania Drive.
- 2) Karenza Road from Sandgate Crescent to Chalkwell Close.

Those sidewalks are not listed as priority routes within the guide lines as approved by Council. The pedestrian count on both sidewalks are high as they are direct school access routes.

Owing to the urgency of this request I have instructed those sidewalks to be plowed and sanded as indicated above, therefore, recommend the following:

### RECOMMENDATION:

That the sidewalk plowing and sanding level of service on both Parthia Crescent and Karenza Road be increased and placed as priority sidewalk routes for winter maintenance.

C.C. E. Halliday

W. P. Taylor, P. Eng.  
Commissioner of Engineering & Works







5-1

## City of Mississauga

## MEMORANDUM

To: Chairman and Members of the  
From: W.P. Taylor, P.Eng.  
Dept: Public Works Committee  
329 Dept: Engineering and Works

JAN 11 1985

P.W. DATE

Jan 17/85

F0207

File: 12 111 00014

January 10, 1985

P.W. DATE

Feb 21/85

## SUBJECT:

Proposed Street Names

## ORIGIN:

Letter to Mayor's Office from  
Mr. T. Bartholomeusz.

## COMMENTS:

Mr. T. Bartholomeusz, an area resident, has in a letter to the Mayor's office, suggested that consideration be given to naming streets after stars. In this regard he has submitted the following names of stars for consideration.

ALYA  
ANDROMEDA  
AQUARIUS  
CARINA  
CURSA  
DENEK  
DURADO  
DRACO  
FORNAX  
GAMMA  
GEMINI  
GIENI  
HYDRA  
LACERTA  
LUPUS  
LYRA  
MENKAR  
MERAK  
MINTAKA  
MIRA

MIZAR  
NEKKAR  
ORION  
PAVO  
PHOENIX  
POLARIS  
POLLUX  
RASALAS  
RIGEL  
SABIK  
SAGITTA  
SHELIAR  
SIRIUS  
SPICA  
TUCANA  
VEGA  
VELA  
VOLANS  
ZANIAH  
ZOSMA

... 2

Chairman and Members of the  
Public Works Committee  
January 10, 1985  
Page 2

5-2

Subject: Proposed Street Names

Comments:-cont'd

These names have been reviewed by the Region of Peel Street Names Committee at its meeting of January 9, 1985 with the following names being approved.

ANDROMEDA	POLARIS
AQUARIUS	POLLUX
DENEB	SABIK
FORNAX	SAGITTA
GEMINI	TUCANA
MENKAR	VEGA
PAVO	VOLANS

The remaining names were not approved due to duplication, spelling or pronunciation difficulties.

RECOMMENDATION:

1. That the following names be placed on the Region of Peel list of reserved street names as being available for selection by developers or the municipality.

ANDROMEDA	POLARIS
AQUARIUS	POLLUX
DENEB	SABIK
FORNAX	SAGITTA
GEMINI	TUCANA
MENKAR	VEGA
PAVO	VOLANS

William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

✓ PJD/st

c.c. Mayor Hazel McCallion  
Mr. E.M. Halliday



6-1

# City of Mississauga

## MEMORANDUM

F. W. DATE Feb 21/85

To Chairman and Members of the IVL From W.P. Taylor, P. Eng.  
Dept. Public Works Committee Dept. Engineering and Works

FEB 7 1985

File: 12 111 00014  
11 141 00039

T-82031  
F-0207

February 5, 1985

SUBJECT: Proposed Street Names for use within the City of Mississauga.

ORIGIN: Engineering and Works Department.

COMMENTS: We are in receipt of the following submission from the Planning Management Group Ltd. of street names proposed for use in the Milac Holdings development (T-82031)

Extension of existing street -  
FAIRVIEW ROAD WEST

Extensions of previously approved proposed streets in the Testimony Development.  
DRAGON DRIVE  
LECH WALESIA DRIVE

Previously approved multi-cultural names.  
SWEDRU  
LATVIA  
NANAK  
PILCOM  
LUZON  
UKRAINE

### New names.

ALMART  
BANAS  
BEULA  
BIRDCASE  
CATHARINE  
CHVALA  
CLARINET  
DARLENE  
DUNCAN  
FRAMER  
GRANDLEE  
HALITONE

JOCLYN  
JUDITH  
LANDVIEW  
LONGSIDE  
MICHAEL  
PEGGY  
REDMOND  
REFLEX  
REGIS  
SARAH  
SHETLAND  
SLIPSTREAM

... 2



Chairman and Members of the  
Public Works Committee  
January 31, 1985  
Page 2

Subject: Proposed Street Names

62

The new names were reviewed by the Region of  
Peel Street Names Committee at its meeting of  
January 9, 1985 with the following names being  
approved.

ALMART  
BANAS  
CLARINET  
LANDVIEW

LONGSIDE  
REDMOND  
REFLEX  
SHETLAND  
SLIPSTREAM

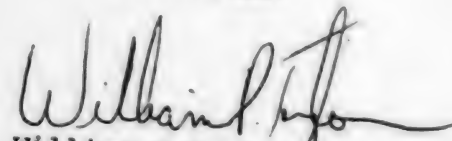
The remainder were not approved due to  
duplication, spelling or pronunciation  
difficulties.

RECOMMENDATION:

1. That The Planning Management Group  
Limited be advised that the following  
names are approved for use in the  
Milac Holdings development (T-82031).

FAIRVIEW ROAD WEST  
DRAGON DRIVE  
SWEDRU  
LATVIA  
PILCOM  
ALMART  
BANAS  
CLARINET  
LANDVIEW

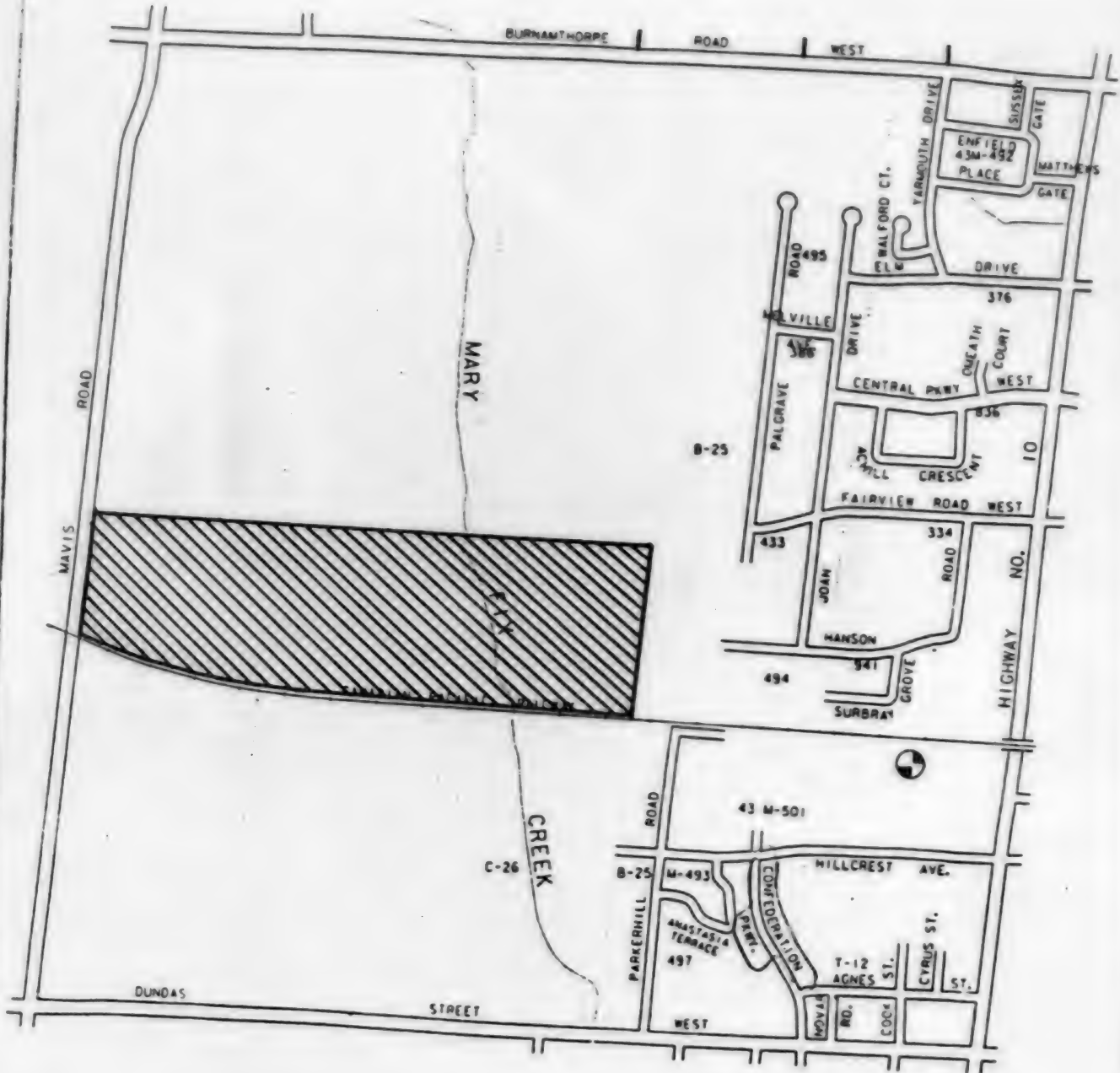
LECH WALES DRIVE  
NANAK  
LUZON  
UKRAINE  
LONGSIDE  
REDMOND  
REFLEX  
SHETLAND  
SLIPSTREAM

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

PJD/st

c.c. Mr. E.M. Halliday  
Councillor L. Taylor

6-3



MILAC HOLDINGS LTD. T-82031



# City of Mississauga

## MEMORANDUM

7-1

F. W. DATE Feb 21/85

To Chairman and Members of the

From W.P. Taylor, P.Eng.

Dept. Public Works Committee

Dept. Engineering and Works

1364

Files: 12 111 00014  
11 141 00039

F02.07  
T-80036

February 13, 1985

SUBJECT: Proposed Street Names - City of Mississauga.

ORIGIN: Engineering and Works Department.

COMMENTS: The Paracon Group has submitted the following proposed street names for use in the PARACON CREDITVIEW development (21T-80036).

TILLSDOWN DRIVE  
NEWGREEN CIRCLE  
HARSMERE LANE  
HOLYWELL AVENUE  
LOGANDALE WAY  
BAGWELL LANE  
ROXBURY ROAD

The preceding names have been previously approved by the Region of Peel Street Names Committee and are on their list of reserved street names as available for use.

SIR MONTY'S DRIVE  
STONEHAM ROAD  
ST. IVES COURT  
WINCHESTER DRIVE

The preceding names were reviewed and approved by the Region of Peel Street Names Committee at its last meeting.

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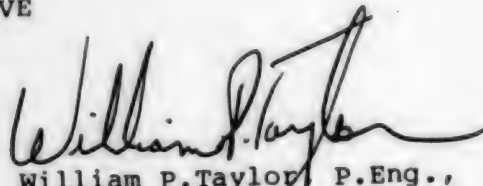
7-2


Chairman and Members of the  
Public Works Committee  
February 13, 1985  
Page 2

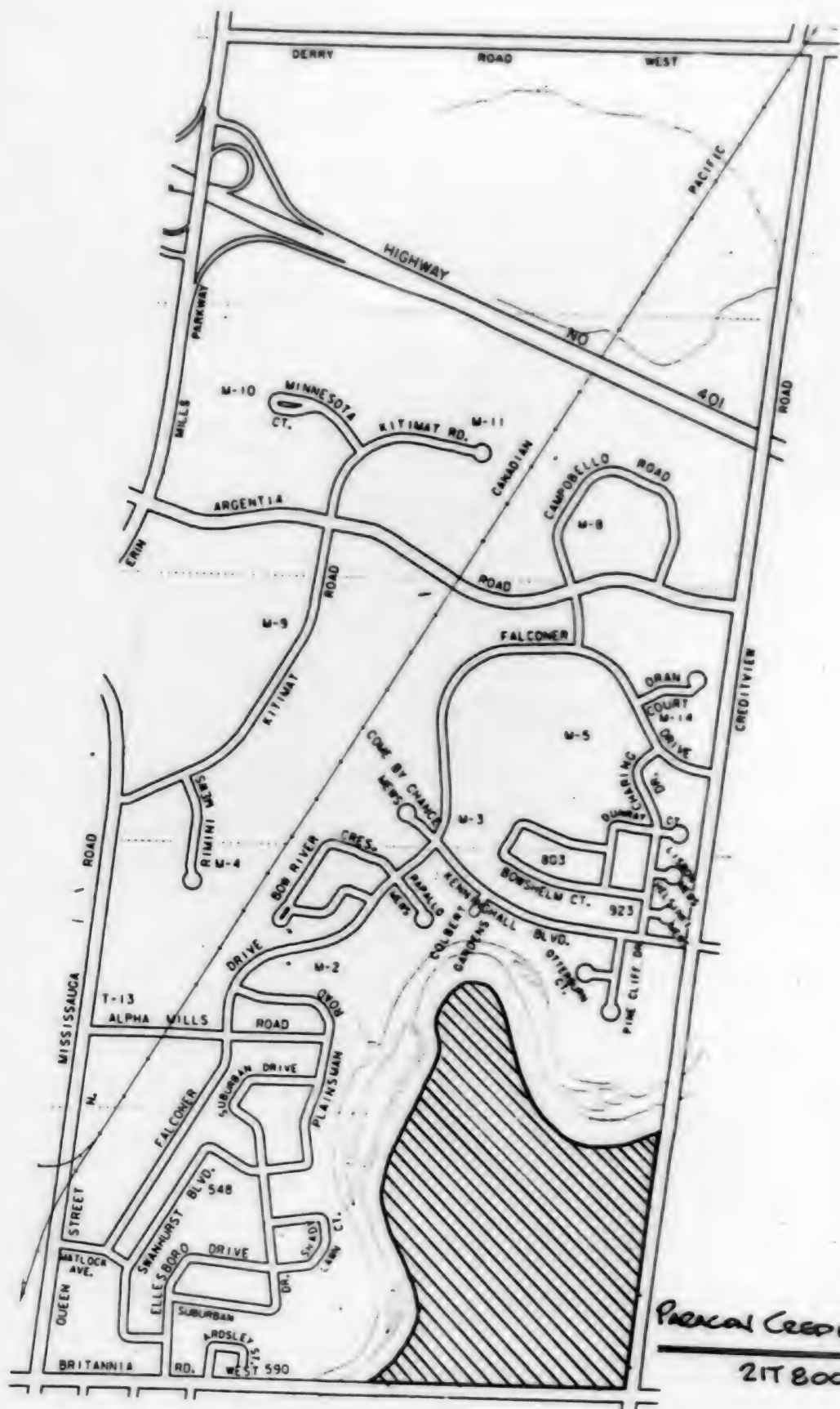
Subject: - Proposed Street Names

RECOMMENDATION: 1. That the Paracon Group be advised that  
the following names are approved for use  
in the PARACON CREDITVIEW development  
(21T-80036).

TILLSDOWN DRIVE  
NEWGREEN CIRCLE  
HARSMERE LANE  
HOLYWELL AVENUE  
LOGANDALE WAY  
BAGWELL LANE  
ROXBURY ROAD  
SIR MONTY'S DRIVE  
STONEHAM ROAD  
ST. IVES COURT  
WINCHESTER DRIVE

  
William P. Taylor P.Eng.,  
Commissioner,  
Engineering and Works.

  
c.c. Mr. E.M. Halliday  
Councillor T. Southorn



7-3

Preval Creep View  
21T 80036

45 W



8-1

# City of Mississauga

## MEMORANDUM

REQUEST NO. 10-85

To Chairman and Members of the  
Dept. Public Works Committee

From W.P. Taylor, Commissioner  
Dept. Engineering and Works

941

DATE FEB 1 1985  
T-13026  
F.02.07

Files: 12 111 00014  
11 141 00039

January 31, 1985

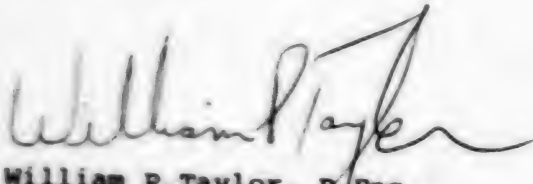
W. W. DATE Feb 21/85

SUBJECT: Request for Approval of Proposed Street Name.

ORIGIN: Letter to Public Works Committee from  
Trader's Associates.

COMMENT: By letter to the Public Works Committee,  
Trader's Associates have requested approval  
of the name CANITAL for use in the Hurontario  
Community development (21T-83026M). This  
name, which was submitted to the Region of  
Peel Street Names Committee by Councillor  
L. Taylor, has been approved by that  
committee.

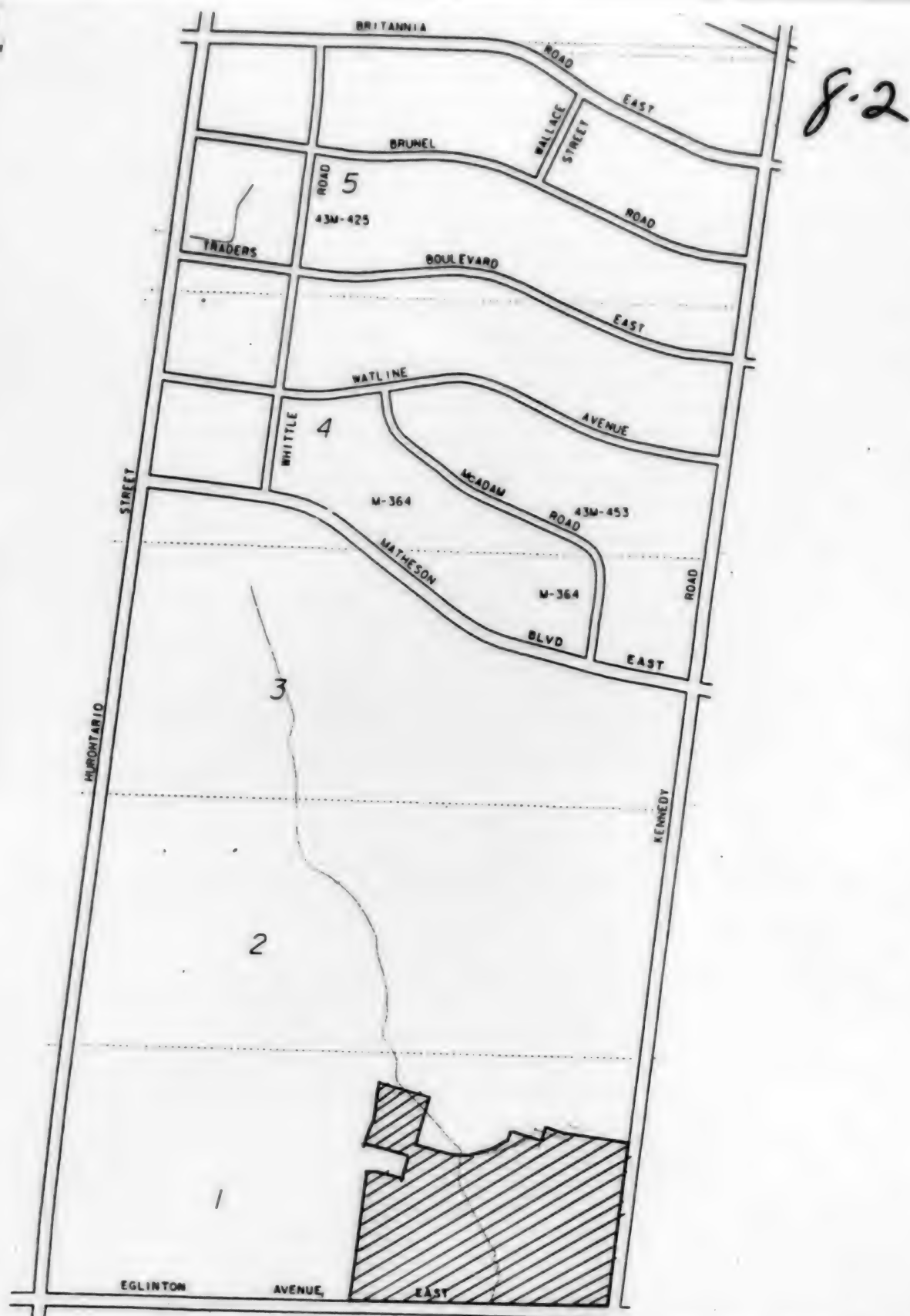
RECOMMENDATION: 1. That Trader's Associates be advised that  
the name CANITAL is approved for use in  
the Hurontario Community development  
(21T-83026M).

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

 PJD/st

C.C. Mr. E.M. Halliday  
Councillor L. Taylor  
Councillor P. McKechnie





HURONTARIO COMMUNITY 21T83026M  
36W



9-1

City of Mississauga  
MEMORANDUM

To Chairman and Members of the  
Dept. Public Works Committee

From W.P. Taylor, P. Eng.

Dept. Engineering and Works

P. W. DATE Feb 24/85

File: 12 111 00014  
11 141 00039

F.02-07  
02-24-84

February 13, 1985

SUBJECT: Proposed Street Name - SUMMERVILLE.  
ORIGIN: Councillor D. Cook.

COMMENTS:

The name SUMMERVILLE is being submitted by Councillor D. Cook for approval for use in the RUNNYMEDE development (16 111 84243). The name SOMERVILLE was placed on the Region of Peel list of reserved street names in 1981 for Councillor F. McKechnie's future use. While the spelling on these names is different the phonetics are essentially the same and as such present a confliction. However we understand that Councillor McKechnie has agreed to waive his reservation in favour of Councillor Cook. The name SUMMERVILLE is historically significant in this area being an early name of the area. This proposed roadway will align directly opposite existing Universal Drive but as the name change would occur at a major road (Dundas Street East) it would present no problem.

RECOMMENDATIONS:

1. That Councillor D. Cook be advised that the name SUMMERVILLE is approved for use in the RUNNYMEDE development (16 111 84243).
2. That the name SOMERVILLE be deleted from the Region of Peel list of reserved street names.

C.C. Mr. E.M. Halliday  
Councillor D. Cook  
Councillor F. McKechnie

William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

RUNNYMEDE DEVELOPMENT CORP. LTD. 16-111-84243





10-1

## City of Mississauga

### MEMORANDUM

P. W. DATE Feb 21/85

To Chairman and Members of the

From W.P. Taylor, P. Eng.

Dept. Public Works Committee

Dept. Engineering and Works

1366

REPORT REQUEST NO. 321-84

File: 12 111 00014  
11 141 00039

F-02-07  
T-23795

February 13, 1985

**SUBJECT:** Proposed street name in proposed plan of subdivision 21T-23795.

**ORIGIN:** Letter to Clerk's Office from Mr. R. Grafton.

**COMMENTS:** We are in receipt of a letter submitted to the City Clerk's Office from Mr. R. Grafton requesting consideration be given to the use of the name GRAFTON WAY in the above noted development. Mr. Grafton's request is based on the fact that his family had continuously occupied these lands contained in this development from 1818 until 1981. This matter has been discussed with Carma Developers who are developing this property and they indicate no objection to this proposal. When approval for street names was originally sought for this development in 1978 the name Cardiff Boulevard was approved. This name reflected the fact that the proposed roadway was continuous with existing Cardiff Boulevard lying east of Tomken Road. The current proposal would create a change in name in a continuous roadway but as this change occurs at a major street (Tomken Road) it presents no problem. This name has been reviewed with the Region of Peel and while the name GRAFTON conflicts with GRAFTON CRESENT in the City of Brampton we feel that due to the considerable distance between the two locations and the fact that existing Grafton Crescent is a relatively small street (approx. 10 lots), this would not present a serious confliction and would consequently offer the following recommendation.

... 2

Chairman and Members of the  
Public Works Committee  
February 13, 1985  
Page 2

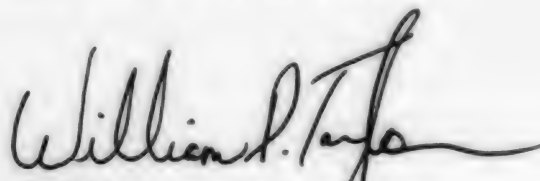
10-2

Subject: Proposed Street Name, GRAFTON WAY.


Comments: - cont'd

RECOMMENDATION:

1. That the name GRAFTON WAY be approved for use in proposed plan of subdivision (Carma Developers Ltd., 21T-23795).

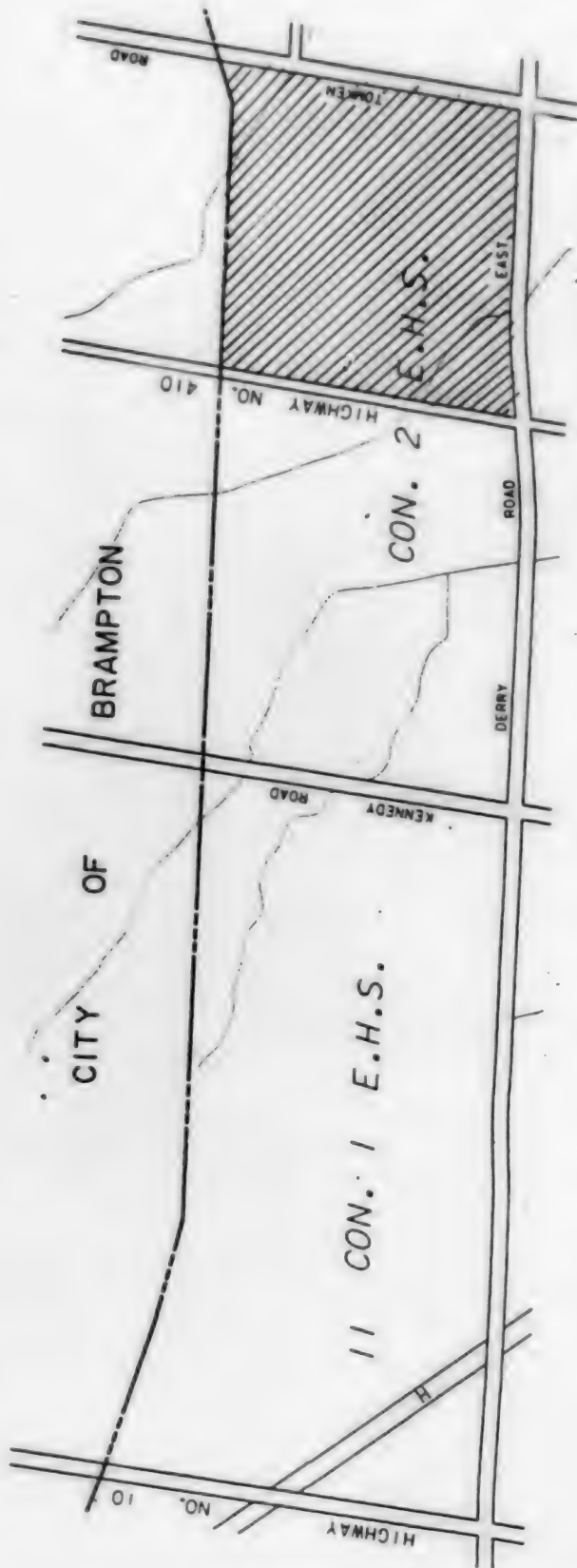


William P. Taylor, F.Eng.,  
Commissioner,  
Engineering and Works.



c.c. Mr. E.M. Halliday  
Councillor F. McKechnie  
Councillor T. Southorn

10-3



CARMA DEVELOPERS LTD. 21723795  
51 E & W





# City of Mississauga

## MEMORANDUM

11-1

P. W. DATE Feb 21/85

To Chairman and Members of the

From W.P. Taylor, Commissioner

Dept. Public Works Committee

Dept. Engineering and Works

REPORT REQUEST NO. 299-84

1365

Files: 12 111 00014  
11 141 00039

F-02-07

February 8, 1985

B-06-533-02

### SUBJECT:

Duplication of Street Names - VOYAGER DRIVE  
and INTERNATIONAL BOULEVARD.

### ORIGIN:

Engineering and Works Department.

### COMMENTS:

The name Voyager Drive was originally submitted for use in the Airport Corporate Centre Inc. development (T-78062) in March, 1983. This name was approved by both this office and the Region of Peel. This development is now registered (Plan 43M-533) with VOYAGER DRIVE being public highway. To date there have been no site plans circulated or building permits issued on this roadway. There is one residential rental property which has access on this road.

The name INTERNATIONAL BOULEVARD was originally submitted for use in the Tenbury Investments development (now Baif Developments Ltd.) T-79038, in November, 1983. This name was also approved for use by both this office and the Region of Peel. This development is in the final stages of processing with registration imminent. It was brought to our attention by the Municipality of Metropolitan Toronto that these names conflict with INTERNATIONAL BOULEVARD and VOYAGER COURT which are in the Borough of Etobicoke and in close proximity to the Mississauga streets. Council, at its meeting of November 5, 1984, adopted the following General Committee recommendation emanating from Public Works Committee report:-

... 2

11-2

Chairman and Members of the  
Public Works Committee  
February 8, 1985  
Page 2

Subject:- Voyager Drive/International Boulevard

Comments:- cont'd

- a) That the use of the street name "International", approved through the former street name process, and the street name "Voyager" shown on Registered Plan M-533, both in the industrial area south of the Lester B. Pearson Airport, be reconsidered and referred to the Commissioner of Engineering and Works for a report to the Public Works Committee.
- b) That the Ward Representatives, Councillor F. McKechnie, and Councillor Cook meet with the staff of the Engineering and Works Department to offer suggestions on alternative names for these two streets for inclusion in the report to the Public Works Committee.

In accordance with this recommendation Councillors McKechnie and Cook supplied several names for consideration in the renaming of these streets. We have discussed this situation with the respective developers as follows.

Airport Corporate Centre Inc. have indicated that they support the name ORBITOR DRIVE as a replacement for VOYAGER DRIVE. This name is one of those suggested by Councillors McKechnie and Cook.

11-3  
Chairman and Member of the  
Public Works Committee  
February 8, 1985  
Page 3

Subject:- Voyager Drive/International Boulevard

Comments:- cont'd

Baif Developments Ltd. have indicated their preference for the name COMMERCE BOULEVARD as a replacement for INTERNATIONAL BOULEVARD. This name is not one of those submitted by Councillors McKechnie and Cook, however, the developer feels the name COMMERCE is more desirable from a marketing point of view. In addition, Baif Developments Ltd. have requested that due to the potential delay to plan registration that the renaming of INTERNATIONAL BOULEVARD not occur until after plan registration.

The names ORBITOR and COMMERCE have been reviewed and approved by both the Region of Peel Street Names Committee and the Municipality of Metropolitan Toronto. The Metropolitan Toronto approval is in accordance with the policy which has been established between the Region of Peel and neighbouring municipalities for joint review of proposed street names near municipal boundaries. This procedure will hopefully alleviate future instances of this sort.

The tenants of the one residential property on VOYAGER DRIVE have been informed of this situation and are aware this street name is proposed to be changed.



11-4

Chairman and Members of the  
Public Works Committee  
February 8, 1985  
Page 4

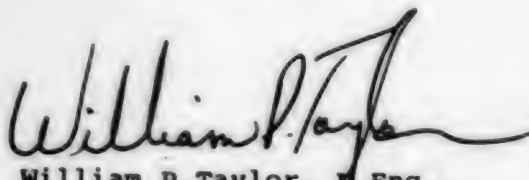
Subject:- Voyager Drive/International Boulevard

Comments:- cont'd

In light of the preceeding we offer the  
following recommendations.

RECOMMENDATIONS:

1. That VOYAGER DRIVE be renamed ORBITOR DRIVE.
2. That this street be double signed for a period of one year.
3. That immediately upon registration INTERNATIONAL BOULEVARD be renamed COMMERCE BOULEVARD and signed accordingly.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

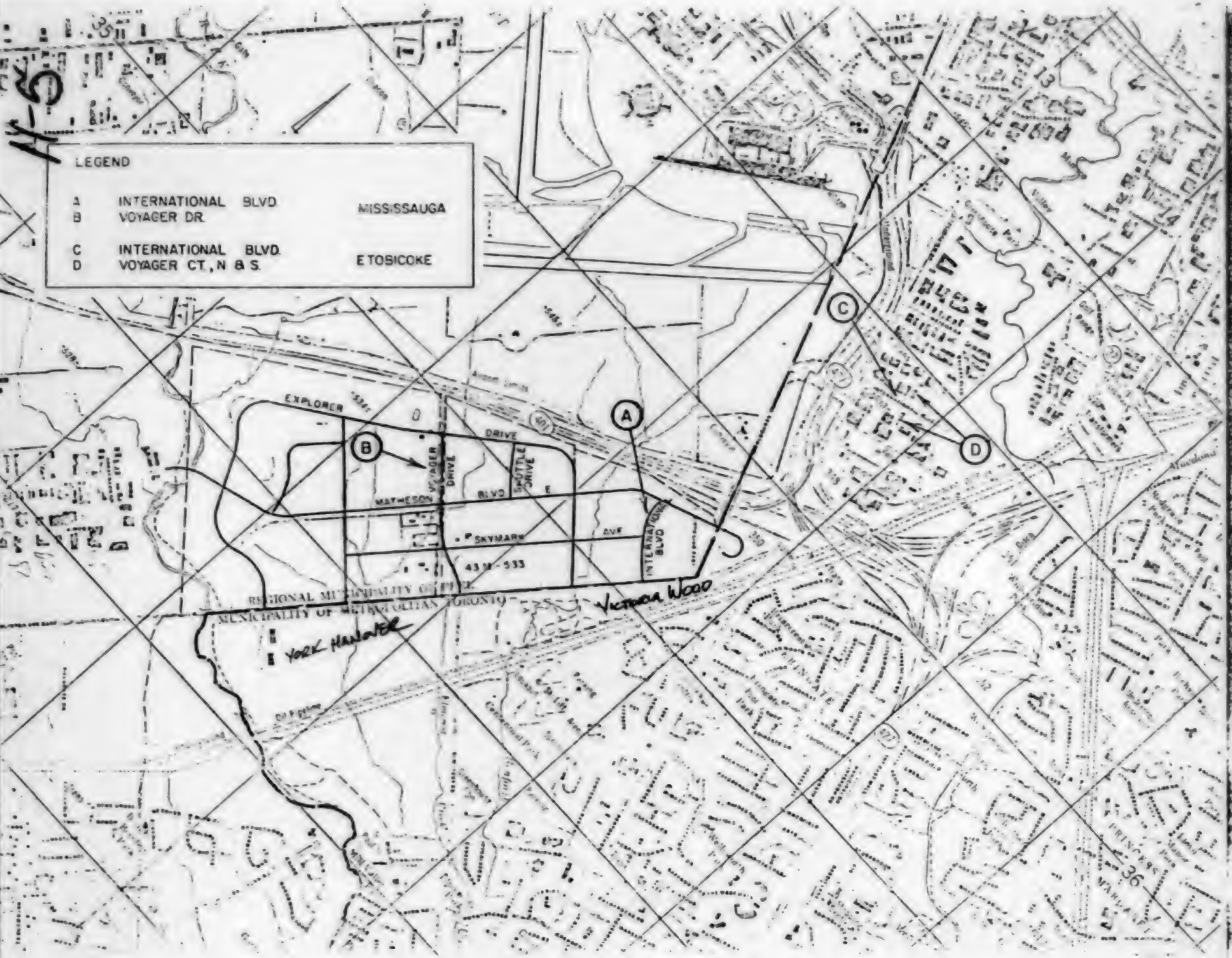
  
c.c.

Mr. E.M. Halliday  
Councillor F. McKechnie  
Councillor D. Cook

11-5

LEGEND

- |   |                    |             |
|---|--------------------|-------------|
| A | INTERNATIONAL BLVD | MISSISSAUGA |
| B | VOYAGER DR         |             |
| C | INTERNATIONAL BLVD | ETOBICOKE   |
| D | VOYAGER CT, N & S  |             |







# City of Mississauga

## MEMORANDUM

12-1

F. W. DATE

Feb 21/85

To Chairman and Members of the  
Dept. Public Works Committee

From W.P. Taylor, Commissioner  
Dept. Engineering and Works

1367

File: 12 111 00014  
11 141 00039

F02.07  
T-81018

February 8, 1985

### SUBJECT:

Request for approval of proposed street names  
- RIDGEWAY DRIVE and LISGAR TRAIL.

### ORIGIN:

Engineering and Works Department.

### COMMENTS:

The roadway referred to as RIDGEWAY DRIVE within the City of Mississauga is a proposed road extending from Dundas Street West northerly to Eglinton Avenue where it will align with Tenth Line (shown as 'A' on attached sketch). It is proposed that this road will cross Highway 403. The name RIDGEWAY DRIVE first appeared in 1971 and was apparently suggested by the Cadillac-Fairview Corporation with this particular name being used in reference to the split in watersheds that occur in this area. While this name has been in general use over the years and appears in a considerable number of documents (draft plans, secondary plans, engineering submissions, etc.) we can find no record of formal application or approval of this name. In this regard this name was submitted to the Region of Peel Street Names Committee for approval in proposed plan of subdivision (Erin Mills Development Corporation, 21T-81018). At its meeting of November 7, 1984 the Region of Peel Street Names Committee, due to similarities with existing streets within the Region of Peel, did not approve this name. We have reviewed this matter and feel that the Region of Peel Street Names Committee decision notwithstanding, the similarity to other names, particularly within the City is not that serious a matter.

... 2



Chairman and Members of the  
Public Works Committee  
February 8, 1985  
Page 2

Subject:- Ridgeway Drive/Lisgar Trail

Comments:- cont'd

12-2

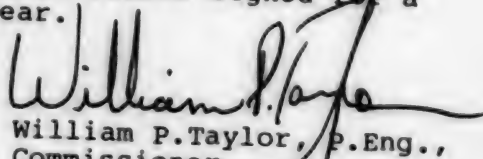
In addition we feel that a change in name at this time would cause considerable confusion and inconvenience to many parties. It was originally suggested that as the previously referred to roadway will align with Tenth Line (shown as 'B' on attached sketch) and ultimately form one continuous roadway between Dundas Street West and Highway 401 that Tenth Line be renamed RIDGEWAY DRIVE. However as a result of Councillor Southorn's review of this matter with the Meadowvale residents Association, they have suggested that Tenth Line be renamed LISGAR TRAIL. This name is historically significant in the area and was reserved by the Streetsville Historical Society to be used at the discretion of City staff, within the City of Mississauga. Councillor Southorn is reviewing the name LISGAR TRAIL with the residents of Tenth Line. Having regard for the preceding we offer the following recommendations which will result in a name change in the ultimate continuous roadway. This change would occur at a major road (Eglinton Avenue West) and as such is quite acceptable.

RECOMMENDATIONS:

1. That the name RIDGEWAY DRIVE be approved for use in the Erin Mills Development Corp. (21T-81018) development.
2. That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West (shown as 'A' on attached sketch).
3. That, subject to confirmation as to acceptability from Councillor Southorn, Tenth Line be renamed LISGAR TRAIL in its entirety (shown as 'B' on attached sketch).
4. That this street be double signed for a period of one year.



c.c. Mr. E.M. Halliday  
Councillor T. Southorn  
Councillor S. Mahoney



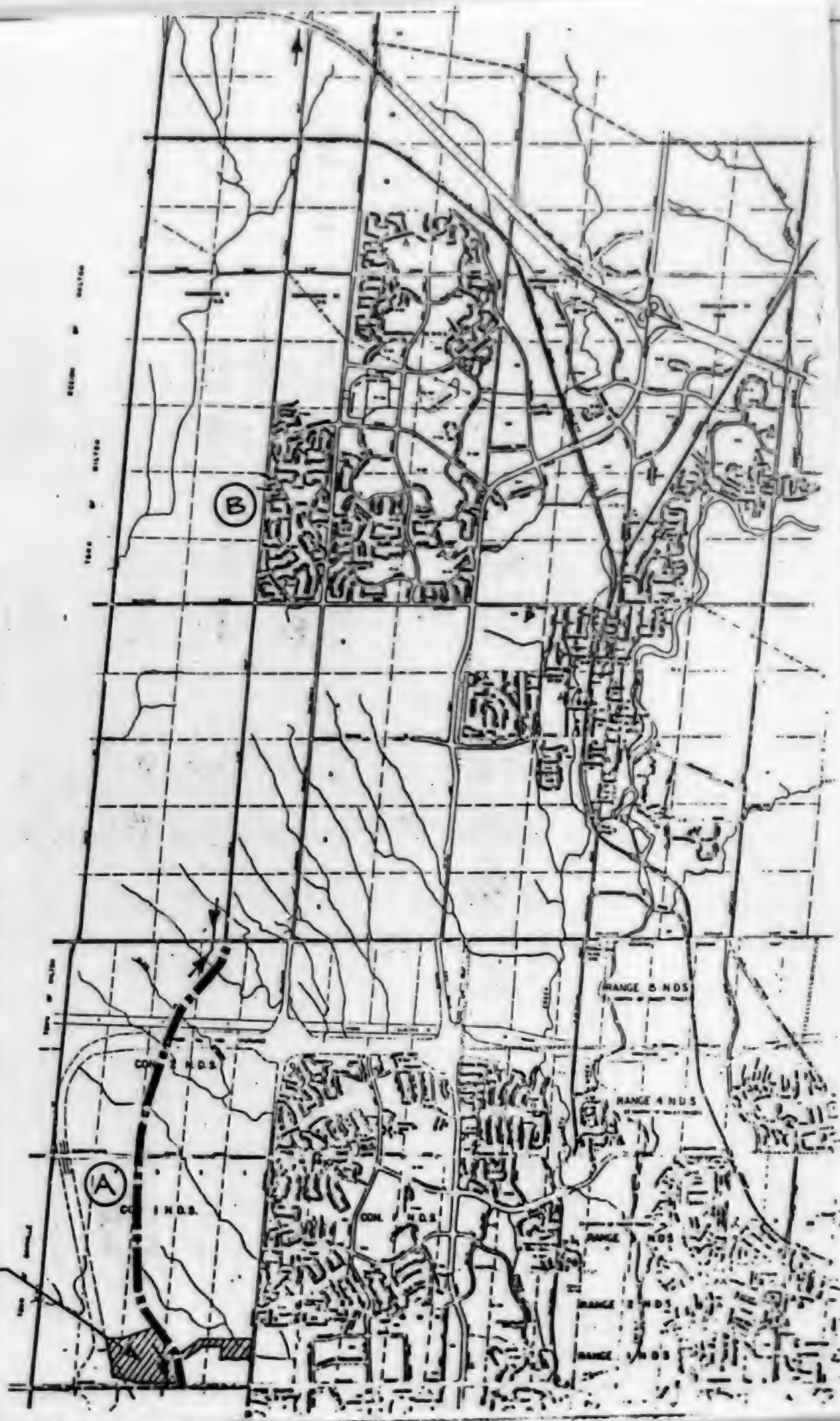
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

12-3

EGUNTON AVE. W.

EDM MILLS  
DEV. CORP.  
217 81018

ANDAS ST. W.







City of Mississauga

MEMORANDUM

12-4<sub>10</sub>

To: Chairman and Members of the 324 From: William P. Taylor, P. Eng.  
Dept. Public Works Committee JAN 11 1985 Dept. Engineering and Works

P. W. DATE

Jan 17/85

T-81018  
FD207

December 17, 1984

SUBJECT:

Request for approval of proposed street names  
- RIDGEWAY DRIVE.

ORIGIN:

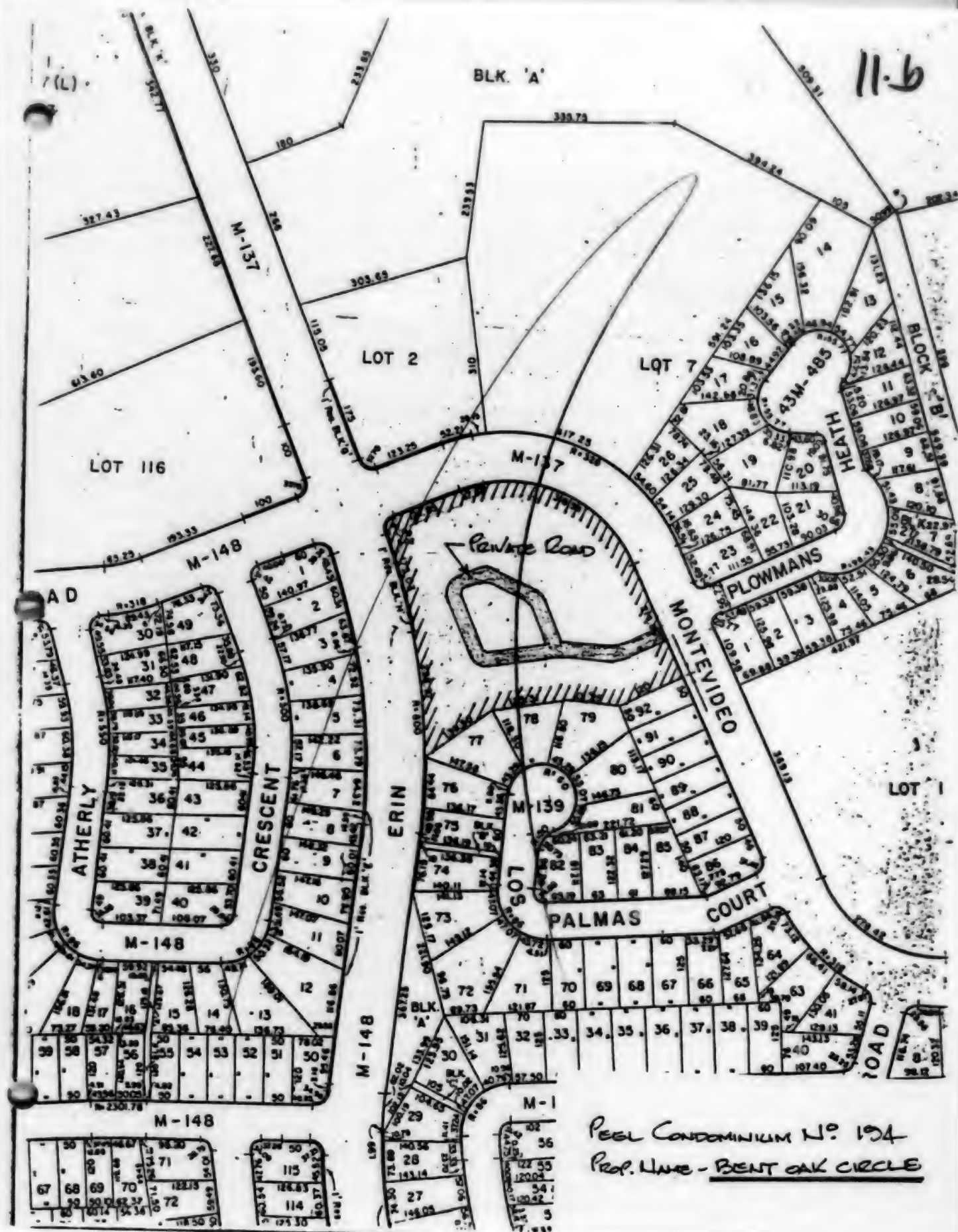
Engineering and Works Department.

COMMENTS:

The roadway referred to as RIDGEWAY DRIVE within the City of Mississauga is comprised of proposed development road extending from Dundas Street West northerly to Eglinton Avenue West and aligning opposite Tenth Line (shown as 'A' on attached sketch) together with Tenth Line proper extending northerly from Eglinton Avenue to a point south of Highway 401 (shown as 'B' on attached sketch). This roadway is proposed to cross Highway 403 and as such will ultimately form a continuous roadway throughout. The name RIDGEWAY DRIVE first appeared in 1971 and was apparently suggested by The Cadillac-Fairview Corporation with this particular name being used in reference to the split in watersheds that occurs in this area.

While this name has been in general use over the years and appears in a considerable number of documents (draft plans, secondary plans, detailed engineering submissions etc.) we can find no record of formal application or approval. In this regard, this name was submitted to the Region of Peel Street Names Committee for approval in proposed plan of subdivision (Erin Mills Development Corp. - 21T-81018). At its meeting of November 7, 1984 the Region of Peel Street Names Committee, due to similarities with existing street names within the Region of Peel, did not approve of this name. We have reviewed this matter and feel that, the Region of Peel Street Names Committee decision notwithstanding, the similarity with other names, particularly within the City, is not that serious a matter. This combined with the overall inconvenience and confusion that would be associated with a change in name at this time leads us to offer the following recommendations.







12-5  
Chairman and Members of the  
Public Works Committee  
Page 2

Subject:- Proposed Street Name  
RIDGEWAY DRIVE

RECOMMENDATIONS:

1. That the name RIDGEWAY DRIVE be approved for use in the Erin Mills Development Corp. (21T-81018) development.
2. That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West (shown as 'A' on attached sketch).
3. That Tenth Line be renamed RIDGEWAY DRIVE in its entirety (shown as 'B' on attached sketch).
4. That the renaming of Tenth Line to RIDGEWAY DRIVE be referred to the area representative T. Southorn for his review and that he report back to the Public Works Committee prior to February 28, 1985 to enable resolution of this matter before occupancy occurs in the Lisgar development.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

 PJD/st

c.c. Mr. E.M. Halliday  
Councillor S. Mahoney  
Councillor T. Southorn



12.6

EDU MILES  
Dev. Corp.  
211 81018

DUNDAS ST. W.



NOV 10 1984

44/4

14

NOV. 14 '84.

50 Elm Dr. E. Apt 1811

Mississauga, Ont. L5M 3K2

Mayor McCallion.

Dear Mayor.

F.W. DATE

Feb 21/85

F.02.07

My great concern is regarding street names in new subdivisions.

Many of our immigrants, from various countries, having differing views on religion and politics, should be protected as much as possible from any reason to proliferate their differences here in Canada.

Naming streets for places, people or happenings which are controversial or painful is most unwise.

This is Canada, a land of peace and new beginnings. Any cause for volatile reactions should be avoided.

Thank you for listening, sincerely.

Margaret F. Stuart.



15-1

# City of Mississauga

## MEMORANDUM

FILES: 14 111 0000  
11 141 0003

REGISTRY No. 60

To: Mayor and Members

DATE: JAN 4 1985

From: W. P. Taylor, P. Eng.

Dept: Public Works Committee

No. A00-0201  
F06-0401

Dept: Engineering and Works

CITY OF MISSISSAUGA

January 2, 1985

DATE: JAN 21/85

P. W. DATE: Jan 17/85

### SUBJECT:

Revision to the City's Walkway Policy

### ORIGIN:

Engineering and Works Department

### COMMENTS:

As part of the City's Walkway Policy, as adopted by Council in June of 1980, Standard No. 4 states that walkways are "to be located on the driveway side of adjacent lots, and house walls facing walkways be windowless."

Since that policy was adopted, these offices have received numerous complaints from developers, builders, and architects indicating that the second part of this standard requirement (ie: house walls facing walkways be windowless) is generally too restrictive.

Recognizing that when this policy was adopted, Council determined that all walkway fencing should be six feet (1.83 m) in height instead of the previously acceptable height of four feet (1.2 m), we feel that this fencing height increase, together with the commonly required screen planting, will adequately deal with the previously reported problems of "broken windows" and "reduced privacy."

Accordingly, we find that we can support the opinions of the developers, builders, and architects and can recommend that "house walls facing walkways be windowless" be deleted from the City's Walkway Policy, as adopted in June of 1980.

### RECOMMENDATIONS:

- (1) That "house walls facing walkways be windowless" be deleted from Standard No. 4 of the City's Walkway Policy, as adopted in June of 1980.
- (2) That the Building Department be advised that notwithstanding what is indicated in Schedule C of various residential Servicing Agreements, the City will permit windows in house walls that face walkways.

RWB/br

0362E/22E

William Taylor  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

FORM 145

cc: E. Halliday/A. Franks/R. Osborne/O. Termini/ B. Swedak/M. Boyd

## STANDARD

## POLICY

S.P. No.

PAGE No.  
1 OF 2

## SUBJECT:

WALKWAYS

Department

Rec. &amp; Parks

New

X Revised Aug./83

SIGNAGE OF

That signs be erected on all Mississauga Public Connecting walkways stating the prohibition of motorized vehicles and quoting the appropriate by-law number; and

That the walkways in the Park Royal Area be given priority.

Resolution #509 - August 11, 1975

PEDESTRIAN AND CYCLE SYSTEM

1. That the Recreation and Parks Department continue, in conjunction with other City departments, to ensure the provision of a safe and efficient pedestrian/cycle system in accordance with established criteria in all new plans of subdivision.
2. That the Recreation and Parks Department continue to evaluate the established systems for successful use and for improvements to future walkway systems.

General Committee - June 8, 1977

Council - June 13, 1977

STANDARDS

That the provision of walkways in residential subdivisions be continued in accordance with the following standards:

1. 10 feet wide, concrete paved, with curb cuts at streets for the handicapped.
2. Fences be flanked by 6-foot high block vinyl coated chain link fences with no clearance at grade.
3. Developers be required to install screen planting on the lots adjacent to walkways to the satisfaction of the City of Mississauga.
4. To be located on the driveway side of adjacent lots, and house walls facing walkways be windowless.
5. Bollards be installed at both ends of walkways to deter motorized vehicles; such bollards may be collapsible if the walkway is also designated as access for emergency vehicles.
6. Where required, non-glare lighting be installed to discourage loitering.

General Committee #736

Council - June 9, 1980





15-3

## STANDARD

## POLICY

2 of 2

SUBJECT:

WALKWAYS (CONTINUED)

Department

☐ New  
☐ Revised

7. That future Servicing Agreements for residential plans of subdivisions involving the construction of walkways:
  - (a) not require the construction of such walkways prior to the issuance of building permits for adjacent lots;
  - (b) require the developer to clearly sign the location of all such walkways within the concerned subdivision to the satisfaction of the Commissioner of Engineering & Works prior to the issuance of building permits;
  - (c) require a restriction to be placed on the title of lots adjacent to such walkways which would prohibit the transference of said lots to private homeowners until the walkway had been constructed to the satisfaction of the Commissioner of Engineering & Works, and the City Clerk has provided a release on title to said restriction once it has been complied with.
8. That Financial Agreements or Lot Drainage and Occupancy Agreements for residential plans of subdivisions involving the construction of walkways, which have not reached final Engineering Submission Stage as of August 17, 1983, contain advisement to the owners and future owners of lots adjacent to walkways that they abut a walkway and of the above requirements in the Servicing Agreement.

Public Works Committee - August 10, 1983  
Council - August 17, 1983





# City of Mississauga

## MEMORANDUM

FILES: 13 211 00208  
11 141 00039

16-1

To: Chairman and Members of  
Public Works Committee

730

From

W. P. Taylor

Engineering

Dept.

DATE

18-1-85

Dept.

W. DATE

18-1-85

FILE No F020601

January 15, 1985.

CLEARANCE

SUBJECT: Walkway Illumination in Walkway between Obeck Crescent and Bunsden Avenue.

SOURCE: Memo from Councillor D.J. Culham to W.P. Taylor.

COMMENTS: Mr. Norris of 2094 Obeck Crescent complained to Councillor Culham about the excessive vandalism in the four lots adjacent to the above noted walkway.

The walkway is not illuminated to present City Standards.

We have talked to Mrs. Norris and she stated that all four adjoining property owners support the installation of a streetlight in the walkway.

We have visited the site and do not foresee any problems with the walkway lighting affecting the adjacent properties.

A new streetlight could be installed at the mid point of the walkway for about \$2,000.00.

### RECOMMENDATION:

That a streetlight be installed at the mid-point of the walkway between Obeck Crescent and Bunsden Avenue.

That the \$2,000.00 cost of this installation be charged to account 08680-84 (Capital Streetlighting from Current Accounts)

*William P. Taylor*  
W.P. Taylor, P. Eng.  
Commissioner  
Engineering and Works  
DNR/dab  
0127E/P.55

c.c. E.M. Halliday

Attach.





# City of Mississauga

## MEMORANDUM

(2)

16-2

To: W. P. Taylor, Engineering & Works  
Dept. I. W. Scott, Recreation & Parks

From: David J. Culham  
Dept. Councillor Ward 6

January 14, 1985

### Re: Walkway Illumination

A. Mr. Norris of 2094 Obeck Crescent L5H 3L7, Business #965-8888, Resident #274-5133, raised a complaint about excessive vandalism as they live next to the walkway on Obeck Crescent. This walkway goes through to Bunsden and Gately Road which then exists onto Mississauga Road. This walkway is two large lots in depth. Recently, their diningroom sliding doors were smashed. It is my understanding that the police responded very quickly, but there was very little that could be done. Mr. Norris feels that the only increased security that could be provided would be to lamp the walkway to discourage a congregation of older teenagers, etc.

This situation obviously must be dealt with on a City wide basis, and while this walkway would be the responsibility of public Works, similar walkways relate to park space and could relate to the Recreation & Parks Department.

My concern relates in two ways, what remedial works can be done that have been done elsewhere in the City and, should we be lamping these walkways as a general policy in the new residential subdivision.

*David*

David J. Culham  
Councillor Ward 6

DJC:kd

JAN 15 1985	
WPK	Almo
cc	John





# City of Mississauga

## MEMORANDUM

FILES: 13 211 00208  
11 141 00039

17-1

To: Chairman and Members of

From: W. P. Taylor

Dept. Public Works Committee

1383

Dept. Engineering & Works.

F-0604-02

February 15, 1985.

P. W. DATE Feb 21/85

SUBJECT: Long Term on-street parking.

SOURCE: Petition from residents.

COMMENTS: The Engineering Department is in receipt of a petition from the residents of the Talka Subdivision. The residents are requesting that either the existing three hour limit be recinded for the streets in the subdivision, or that parking permits be issued to the residents for parking in front of their homes.

The petition covers the following streets. The percentages following the streets indicates the approximate percentages of each street which have signed the petition in favour of the above noted requests:

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

We have reviewed in detail the on site parking and have found that each unit would appear to have at least two parking spaces on the unit property. These parking spaces consisted of the following:

- One car in garage and at least one car in a driveway.
- Two car parking space in the front yard of the unit.

The existing snow conditions during our review made it difficult to assess the actual configuration of parking spaces on some of the lots, however, based on the overall picture each lot appears to have at least two (2) parking spaces on site.

17-2

- 2 -

A review of the site plan submitted for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other. This situation is not uncommon in other parts of the city.

The subject roads have the following road widths:

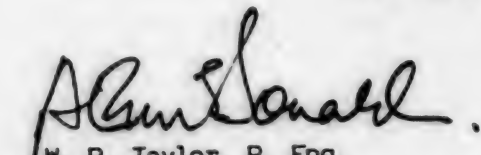
Andros Boulevard	- 32 ft of pavement on 66 ft. R.O.W.
Kos Boulevard	- 32 ft of pavement on 66 ft. R.O.W.
Ithaca Court	- 28 ft of pavement on 50 ft. R.O.W.
Lefkas Court	- 28 ft of pavement on 50 ft. R.O.W.
Nesdale Court	- 28 ft of pavement on 50 ft. R.O.W.
Zante Crescent	- 28 ft of pavement on 56 ft. R.O.W.
Zante Court	- 28 ft of pavement on 56 ft. R.O.W.

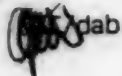
While the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

In our report dated February 13, 1984 to the Public Works Committee which was adopted by Council on May 14, 1984 it was indicated that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing this Department does not favour the development of long term on-street parking in this area.

RECOMMENDATION:

That long term on-street parking not be considered for the Talka Subdivision.

  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

 dab

c.c. E. M. Halliday

0127E/22E/P.52-53

File: 11 141 00039  
13 211 00010  
16 111 00011

RECEIVED

P. W. DATE

Jul 21/85

19-1

CHAIRMAN AND MEMBERS OF

PUBLIC WORKS

REGISTRY NO. 5508

DATE JUN 20 1984

FILE NO F.06-04.02

CITY'S DEPARTMENT

W. P. TAYLOR

ENGINEERING AND WORKS

P. W. DATE June 25. 1984

P. W. DATE AUG 8. 1984

June 8, 1984.

SUBJECT:

Long Term On-Street Parking - Barsuda Drive

SOURCE:

Petition from Mrs. Shelley Jaques

COMMENTS:

A petition has been received from residents of the townhouses on Barsuda Drive requesting that long term on-street parking be implemented. The Engineering Department has reviewed the off-street parking situation at the townhouse sites on Barsuda Drive. All of the sites combined on both the east and west sides which are comprised of numbers 2020, 2025, 2030, 2054, 2055, 2056 and 2077, have a total number of 189 units with 232 off-street parking spaces or 123% which is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units. We were unable to contact the owner of #'s 2055 and 2057, however, based on our observations a similar percentage of parking spaces appears to be provided. This area is a candidate for long term on-street parking.

The Engineering Department recommends that the west side be designated for long term parking with a maximum limit of 72 hours between a point opposite the north limit of number 2077 Barsuda Drive and 15 metres north of Ambridge Court. We do not recommend alternate side parking on Barsuda Drive due to the curve, the existence of a park on the east side and the unequal distribution of possible parking spaces in the east and west sides. The west side can accommodate considerably more off-street spaces.

Parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court. Minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west side. A parking prohibition on the east side is required to maintain 2-way traffic flow.

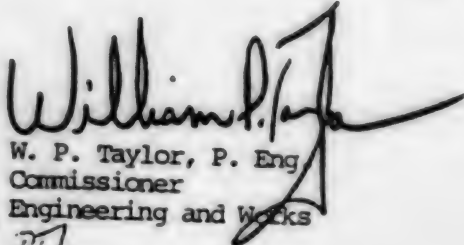


19-2

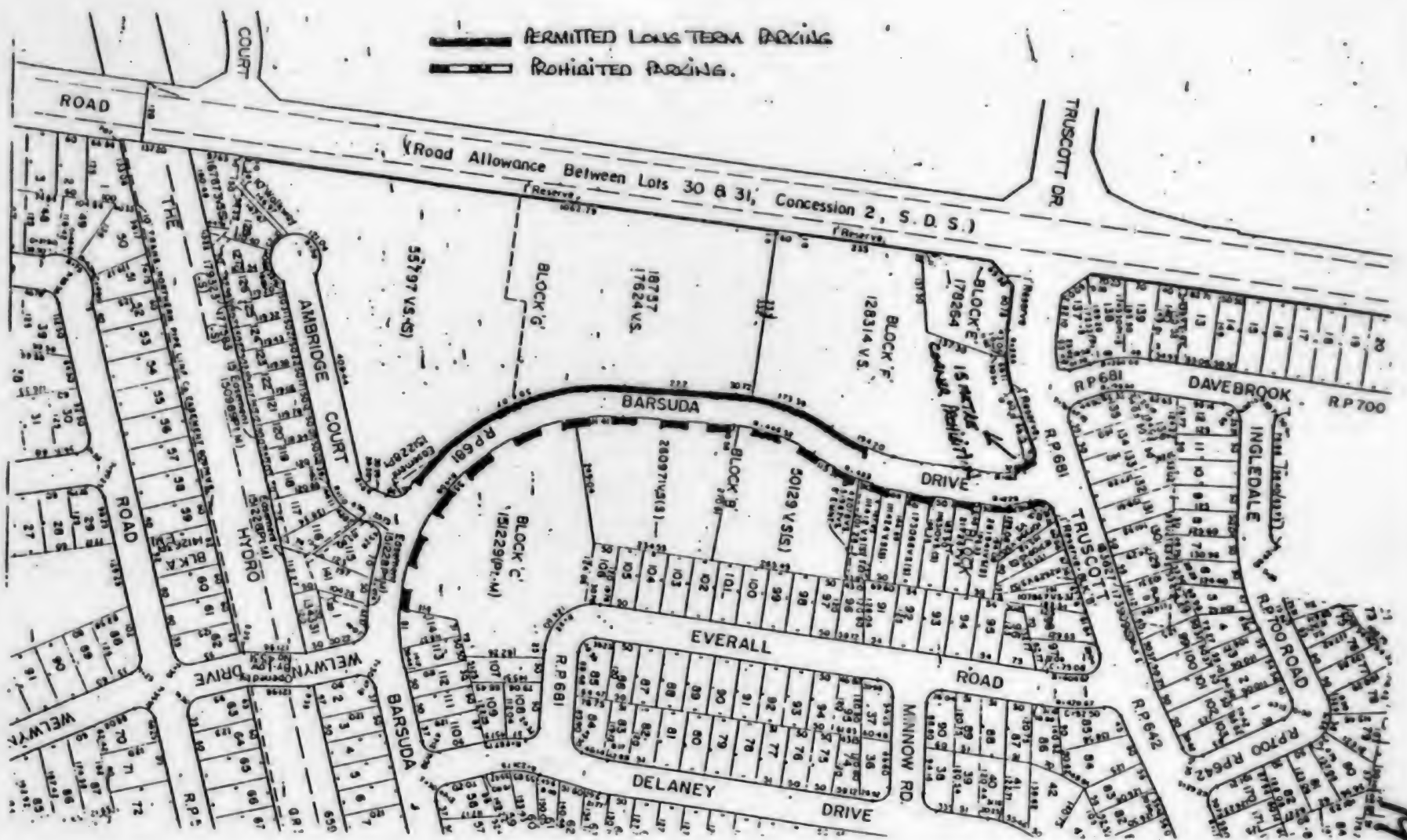
- 2 -

RECOMMENDATIONS:

1. That long term on-street parking be permitted up to a maximum period of 72 hours on the west side of Barsuda Drive from a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court.
2. That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
3. That the attached draft by-law amending by-law 444-79 as amended be approved.

  
W. P. Taylor, P. Eng  
Commissioner  
Engineering and Works

DNJ/edm



21

W. DATE *Feb 24 85*

3618 Burnbrae Drive  
Mississauga, Ontario  
L5C 2N7

6 November 1984

The Mayor  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

RECEIVED  
CITY OF MISSISSAUGA  
10042

DATE NOV 16 1984

FILE NO F.04.02


CLERK'S DEPARTMENT

Dear Mayor McCallion

I see that yet one more traffic light is being installed on Burnhamthorpe Road (at the intersection east of Mavis). Now, between Credit Woodlands and my office on the East Mall, there will be twenty-eight lights in a distance of approximately ten miles. In my view this is excessive and I despair of being able to get to work in a reasonable time.

With the continuing house building, and the major developments in the area of Square One, there will be even more traffic on Burnhamthorpe in the near future and surely eliminating some traffic lights would help speed its passage. I think the time has come for more stringent criteria to be applied before permission is given for extra traffic lights to be installed.

Yours truly



(A. R. Williamson)

NOV 18 1984

4344





# City of Mississauga

## MEMORANDUM

FILES: 13 211 00208  
11 141 00039

22-1

To: Chairman and Members of  
Public Works Committee

From: W. P. Taylor  
Engineering

DATE: JAN 28 1985

F. W. DATE: Jan 24/85

REF: F-06-02

January 15, 1985.

### SUBJECT:

Traffic Control Signals - Pedestrian "Walk" timings not enough time to cross the roadway.

### SOURCE:

Engineering and Works

### COMMENTS:

Council, at its October 22, 1984, meeting discussed the "Walk" timing at traffic control signals within the City of Mississauga. There was concern expressed that there is generally insufficient time for pedestrians to cross the roadway on the "Walk" indication.

The Highway Traffic Act for Ontario indicates that a "Walk" indication on the pedestrian signal head allows the pedestrian to enter the intersection only. The pedestrian is to clear the intersection on the combination of the "Flashing Don't Walk" and "Solid Don't Walk" signal indications. The Act also states that a pedestrian having legally entered the intersection on a "Walk" has the right-of-way for the duration of the crossing. The pedestrian has the responsibility of completing the crossing without undue delay.

The pedestrian "Walk" and "Flashing Don't Walk" signal timing is calculated individually for each and every signalized intersection and is influenced by the various intersection widths. Our present practice on pedestrian signal timing, which has also been adopted by the Region of Peel Traffic Section is as follows:

#### Pedestrian Walk Interval Calculation

Use 1.1 metres per second walking speed with crosswalk distance measured from curb to curb.

The walk interval timing equals 40% of this total walking time or 8 sec. whichever is greater.

...2...

22-2

- 2 -

Pedestrian Clearance Interval Calculation

Flashing Don't Walk signal is 60% of the total pedestrian crossing time as calculated.

In addition to the flashing don't walk signal, the amber and all red vehicular clearances are also available for the pedestrian to clear the roadway before the conflicting vehicles are permitted to move.

The 1.1 metre per second walking speed is a slower rate than that recommended by the Ontario Manual of Uniform Traffic Control Devices which is as high as 1.25m/sec. We have adopted a slower average walking speed to allow for young children and senior citizens.

Also the total distance of the crosswalk curb to curb is used in our calculation of crossing time while the Ontario Manual recommends that the measurement be taken only between the extension of the curbs therefore, not giving compensation for the portion of the road created by the radius of the corner.

As indicated above our current practice for the "Walk" timing is to advance the pedestrian to a point which is approximately 40% of the total walking distance across the intersection. The "Flashing Don't Walk" then allows the pedestrian to clear the remaining 60% of the total crossing distance. The Solid Don't Walk indication appears with the amber and red clearances for vehicular traffic and allows pedestrians, who had entered the intersection immediately at the end of the "Walk" display, to completely clear the intersection.

The present method of calculating pedestrian timing is considered desirable by this Department. The "Walk" indication clearly defines to the pedestrian to proceed. The "Flashing" and "Solid Don't Walk" displays provide the necessary clearance period much the same as the amber and all red clearance intervals do for vehicles.

A review of our accident records indicate that only one (1) pedestrian has been involved in an accident at a traffic control signal under the jurisdiction of the City of Mississauga in the past two (2) year eight (8) month period. This was an eight-year old child who tried to cross on an amber signal and against the "Don't Walk" display. No charges had been laid in this instance according to the Police report.

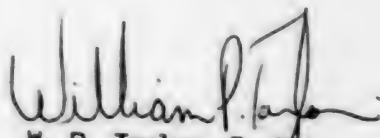
There is confusion among many City of Mississauga residents as to the function of the pedestrian control signals. The Engineering Department responds to a number of calls with regard to this matter. Once the operation has been explained, (including the fact that the push buttons, where available must be pressed to bring up the "Walk" indication) a favourable reaction is generally received.

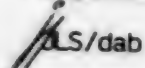
...3...

We have endeavoured to publicize the pedestrian signal operation through various media. An article appears on Page 78 of the Parks and Recreation 84/85 Activities Program, for example (see attached). The Peel Regional Police Traffic Safety Bureau has assisted with this in their public school presentations. Our own school crossing guards which are posted at signalized intersections (some 31 guards) utilize the operations in the performance of their regular duties. Clearly the present pedestrian operation is achieving both safety and efficiency at all traffic control signal locations. More publicity is needed to create an understanding by the general public.

RECOMMENDATIONS:

1. That the present practice of the Engineering and Works Department to calculate pedestrian "Walk" and "Don't Walk" timing at Traffic Control Signals within the City of Mississauga continue to be utilized.
2. That the Engineering and Works Department continue to publicize the operation of the pedestrian control signals within the City of Mississauga with any means available.
3. That the Ministry of Transportation and Communications for Ontario be requested to provide greater publicity towards the pedestrian actuated operation of traffic control signals in Ontario

  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

  
S/dab

C.C.

E. M. Halliday  
W. Brown  
Peel Regional Police

0127E/22E/P.14-16



23-1  
**Allied  
Chemical**

A Division of  
**Allied Canada Inc.**  
201 City Centre Drive  
Mississauga, Ontario L5B 3A3  
(416) 278-9211

January 21, 1985.

DATE *JAN 21/85*

Mrs. Hazel McCallion  
Mayor  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

1029

JAN 24 1985

0305

F0503.01

Dear Mrs. Hazel McCallion:

Enclosed, you'll find a proof of Allied's first, full-page newspaper advertisement advocating the use of Calcium Chloride for winter road maintenance in Ontario.

As it represents a rather unique and ambitious re-direction of Allied Chemical's marketing thrust for Calcium Chloride, I wanted you to have a "sneak Preview" of the ad before it appears in Brampton Daily Times and 10 other newspapers across the province during the last week of January.

Today, many companies whose products and services are not marketed directly to the consuming public are, nevertheless, deriving long-range benefits through what has become known as "Advocacy Advertising", or the communication of a corporate point-of-view to the many publics whose good opinion may, however obliquely, influence the ultimate sale.


And, as Ontario rate-payers ultimately foot the bill for winter road maintenance and the repair of damage caused by the excessive application of salt, we've chosen 1985 as the year we put our best foot forward for Calcium Chloride.

As the old saying goes "The man who pays the piper calls the tune".

Here, we're playing a familiar refrain before a new, and we hope, interested and responsive audience!

Your comments, either as a road maintenance professional or as a member of the public piper-payers, would be most welcome as we embark on this new course.

Sincerely,

  
Allied Chemical

An  **ALLIED** Company

23-2



Last year,  
an estimated 700,000 tonnes  
of salt were spread on Ontario roads  
and highways to clear winter ice and snow.

## How to cut our municipal salt intake by up to one-third.

Suppose we could  
dramatically reduce the tons  
of salt used to clear our  
streets of ice and snow  
this winter.

First, we'd save a small  
fortune on the cost of the  
salt itself.

And reduce the cost of  
salt damage to our under-  
ground utility lines.

We'd reduce bridge  
and highway structure  
corrosion.

Reduce vegetation kill.

And greatly reduce potential  
water pollution.

To say nothing of the fact  
your car and your expensive  
winter boots might just last a lot  
longer!

That's why many Ontario  
municipalities now spread salt  
treated with Allied Chemical's  
Liquid Calcium Chloride, in-  
stead of dry salt alone, on icy  
winter roads.

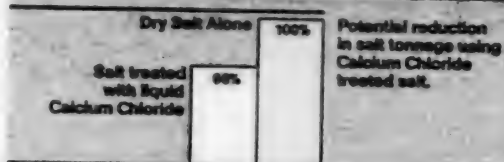
Tests show that when dry  
salt alone is spread, as much  
as half of it bounces, blows  
or scatters off the road surface  
before it has a chance to  
do its melting job, and this  
reduces automobile traction  
and maneuverability.

Calcium Chloride treated  
salt, however, clings where it's



The salt that eats  
your car also eats up  
tax dollars and  
causes extensive  
environmental damage.

To combat scattering  
and blow-off, Calcium  
Chloride treated salt  
goes on wet - and stays  
wet. So it helps salt  
cling to icy surfaces to  
do its job. Result?  
Up to 1/3 less salt  
application is required.



spread, allowing reduced  
applications of a third to half  
less salt than normal to do an  
equivalent melting job.

Across Canada, municipal  
engineers are turning to winter  
road clearance programs using  
combinations of salt, sand and  
Calcium Chloride to cut cost  
and reduce salt damage to the  
environment.

As a major Canadian pro-  
ducer of Calcium Chloride,  
Allied Chemical appreciates the  
opportunity to spread the word  
among both government  
people and taxpayers.

About how we can  
spread less salt.

And save everyone  
some money into the  
bargain.

If you'd like to receive  
more information about  
how Calcium Chloride con-  
tributes to cost savings  
and reduced environmen-  
tal damage in winter  
roads clearance programs,  
please drop us a line.

For further information,  
contact Mr. Jim Baxter, Regional  
Manager of Calcium Chloride,  
201 City Centre Drive, 11th floor,  
Mississauga, Ontario L5B 3A3.  
(416) 276-9211.

**ALLIED** Chemical



PUBLIC WORKS COMMITTEE  
DATE: FEBRUARY 21, 1985

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
59-84	Eng & Works	Review of standards for new residential road construction	Capital Budget - Mar 1/84	Aug 8/84	
69-84	Eng & Works	Mud Tracking	Council - Mar 18/84	Aug 8/84	
199-84	Eng & Works	Re-alignment of Mississauga Road south of Dundas Street	Pub wks - Jun 25/84		
219-84	Eng & Works	1985 assessment of rippled pavement experimental programme	Pub wks - Aug 8/84		
224-84	Eng & Works	Damage of concrete structures - road salt - Urban Development Institute	GC - Aug 13/84		
257-84	Cllr Culham	Renaming of street in Queensway/Hammond area	Pub wks - Sep 20/84	Jan 17/85	1
258-84	Cllr Southorn	Renaming of Hammond Road in Ward 9	Pub wks - Sep 20/84	Feb 21/85	3
297-84	Eng & Works	Increasing size of Street Signs	GC - Oct 18/84		
302-84	Cllr Southorn	Conflict of Mill St in Mdl and Stvl	Pub wks - Oct 18/84	Feb 21/85	2
303-84	Cllr McKechnie	Renaming of Princess St in Ward 5	Pub wks - Oct 18/84	Feb 21/85	2
305-84	Cllr Southorn	Renaming Hammond Rd, Red Hill Rd, Bonnie Braes	Pub wks - Oct 18/84	Feb 21/85	2
1-85	Eng & Works	Front Yard and Permit Parking	Mayor McCallion		



23-2



Last year,  
an estimated 700,000 tonnes  
of salt were spread on Ontario roads  
and highways to clear winter ice and snow.

## How to cut our municipal salt intake by up to one-third.

Suppose we could dramatically reduce the tons of salt used to clear our streets of ice and snow this winter.

First, we'd save a small fortune on the cost of the salt itself.

And reduce the cost of salt damage to our underground utility lines.

We'd reduce bridge and highway structure corrosion.

Reduce vegetation kill.

And greatly reduce potential water pollution.

To say nothing of the fact your car and your expensive winter boots might just last a lot longer!

That's why many Ontario municipalities now spread salt treated with Allied Chemical's Liquid Calcium Chloride, instead of dry salt alone, on icy winter roads.

Tests show that when dry salt alone is spread, as much as half of it bounces, blows or scatters off the road surface before it has a chance to do its melting job, and this reduces automobile traction and maneuverability.

Calcium Chloride treated salt, however, *clings* where it's



The salt that ends up on the sides of the road causes extensive environmental damage.



spread, allowing reduced applications of a *third to half* less salt than normal to do an equivalent melting job.

Across Canada, municipal engineers are turning to winter road clearance programs using combinations of salt, sand and Calcium Chloride to cut cost and reduce salt damage to the environment.

As a major Canadian producer of Calcium Chloride, Allied Chemical appreciates the opportunity to spread the word among both government people and taxpayers.

About how we can spread less salt.

And save everyone some money into the bargain.

If you'd like to receive more information about how Calcium Chloride contributes to cost savings and reduced environmental damage in winter roads clearance programs, please drop us a line.

For further information, contact Mr. Jim Baxter, Regional Manager of Calcium Chloride, 201 City Centre Drive, 11th floor, Mississauga, Ontario L5B 3A3. (416) 276-9211.

**ALLIED** Chemical

# NORTHERN RECYCLING SYSTEMS

A DIVISION OF NORTHERN CAMP CORPORATION

P.O. BOX 2156, CAMBRIDGE, ONTARIO  
CANADA N1R 2V8

(519) 653-9580

26  
Additional

Item

P.W. Agenda Feb 21/85

City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario L5B 1M2

## RE: PROPOSAL FOR THE RECYCLING OF NEWSPRINT GLASS AND CANS

We believe, as rational human beings, that we must accept the ultimate responsibility to leave future generations with a safe and sound environment and a world that is not depleted of its resources.

It is in this light that Northern Recycling systems requests permission to conduct a once per month curbside collection of newsprint, glass and cans in the city of Mississauga.

Northern Recycling Systems requests that the City of Mississauga, pay Northern Recycling Systems an amount equal to \$1.00/Person/Year, based on the population served by the collection system.

Northern Recycling Systems is proud to offer a full range of recycling services to your city. If you wish to discuss this matter further, please feel free to contact me at your convenience.

Resourcefully yours,

*Paul Roszel*

Paul Roszel.

*Direction  
Required*

Index for Public Works Committee - continued

- |     |                          |   |
|-----|--------------------------|---|
| 15. | A.00.02.01<br>F.06.04.01 | Revision of Walkway Policy  |
| 16. | F.02.06.01               | Illumination of Walkway between Obeck Cres/Bunsden Ave                    |
| 17. | F.06.04.02<br>M-209      | Long Term On-street Parking - Talka Subdivision                           |
| 18. | F.06.04.02<br>C.03.03    | Long Term On-street Parking - Inverhouse Dr, Lushes Ave                   |
| 19. | F.06.04.02               | Long Term On-street Parking - Barsuda Drive                               |
| 20. | J.05.84043               | Traffic Signals - Request by Councillor F. McKechnie                      |
| 21. | F.06.02                  | Traffic Lights on Burnhamthorpe Road - Complaint from<br>A. R. Williamson |
| 22. | F.06.02                  | Traffic Control Signals - Pedestrian Walk Timing                          |
| 23. | F.05.03.01               | Use of Calcium Chloride for Winter Road Maintenance -<br>Allied Chemical  |
| 24. | F.01.01                  | APEO Display at Square One  |
| 25. | A.03.04.06               | Summary of Unfinished Business  |
| 26. | F.05.04.05               | Recycling (proposal by Northern Recycling Systems)                        |
| 27. | F.06.04.02               | On-street Parking on Winding Trail  |
| 28. | F.05.03.02               | Sidewalk Plowing/Sanding - Medhat Drive                                   |





City of Mississauga  
MEMORANDUM

27

To Mr. W.P. Taylor, P. Eng. From Councillor Rudy Skjarum  
Dept. Engineering and Works 1488 Dept. Ward 3

February 19, 1985

FEB 19 1985

F060402

Re: Parking on Winding Trail  
West of Dixie Road

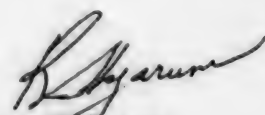
P. W. DATE Feb 21/85

I am requesting that the 72 hour parking that is presently permitted on Winding Trail, west of Dixie Road, for the townhouses in that area, be discontinued immediately.

I have received many complaints from the homeowners in the area that we have gone too far in allowing unlimited parking for these townhouses. They argue that we are not granting any special concession to them if they have a parking problem on their street and that snow removal is next to impossible with all the cars parked in front of the townhouses.

Attached for your information is a copy of a letter from the Applewood Hills Homeowners Association in this regard.

I would appreciate it if this item could be added to the Public Works Committee agenda of February 21st as an extra item. I would also appreciate your comments in writing for the meeting. Thank you.

  
R. Skjarum

RS/sr  
Attach.

cc: Mayor Hazel McCallion  
✓ K. Zammit, Committee Coordinator



Applewood Hills Homeowners Association  
CITY OF MISSISSAUGA, ONTARIO.

January 31, 1985.

RECEIVED

FEB 6 1985

COUNCILLORS

Councillor Rudy Skjarum - Ward 3,  
City of Mississauga,  
One City Centre Drive,  
Mississauga, Ontario,  
L5B 1M2

Dear Rudy,

I am writing to you at the request of Mr. E. Groulx at 1276 Winding Trail, who has informed me that the townhouse development on the corner of Winding Trail and Dixie Road has been given permission to extend on-street parking to 72 hours per vehicle. Mr. Groulx informs me that this permission has been given due to the fact that insufficient parking is available to the tenants of this development.

Rudy, it seems very inappropriate to allow street parking to solve the developers problem. If individuals in a private home in our area do not have sufficient parking in their driveway, the City would not be making this kind of concession to them. With the heavy snows of the last few weeks, this street is badly clogged and I firmly believe that these streets belong to the residents of Mississauga; not to the tenants of any single development.

Your comments would be appreciated.

Yours truly,

C.M. (Chad) Murray,  
President,  
3290 Grassfire Cres.  
Mississauga, Ontario  
L4Y 3K1

c.c. E. Groulx  
Shirley Campbell  
Maja Prentice



# City of Mississauga

## MEMORANDUM

28

To Chairman & Members of From W. P. Taylor, P. Eng.  
Dept. The Public Works Committee Dept. Commissioner of Engineering & Works

1463

FEB 19 1985

F05-0302

File Ref: 12 111 00015  
11 141 00039

February 14, 1985

SUBJECT: Sidewalk Plowing and Sanding

P. W. DATE Feb 21/85

ORIGIN: Councillor David J. Culham  
Ward No. 6

COMMENTS: We have had a request for the increase in the level of service for plowing and sanding on Medhat Drive together with the walkway from Stavebank Road to Isabella Avenue. This section of sidewalk is not listed as a priority route within the guide lines as approved by Council.

A number of children are using this roadway rather than the priority sidewalk on the east side of Stavebank Road which serves the same need.

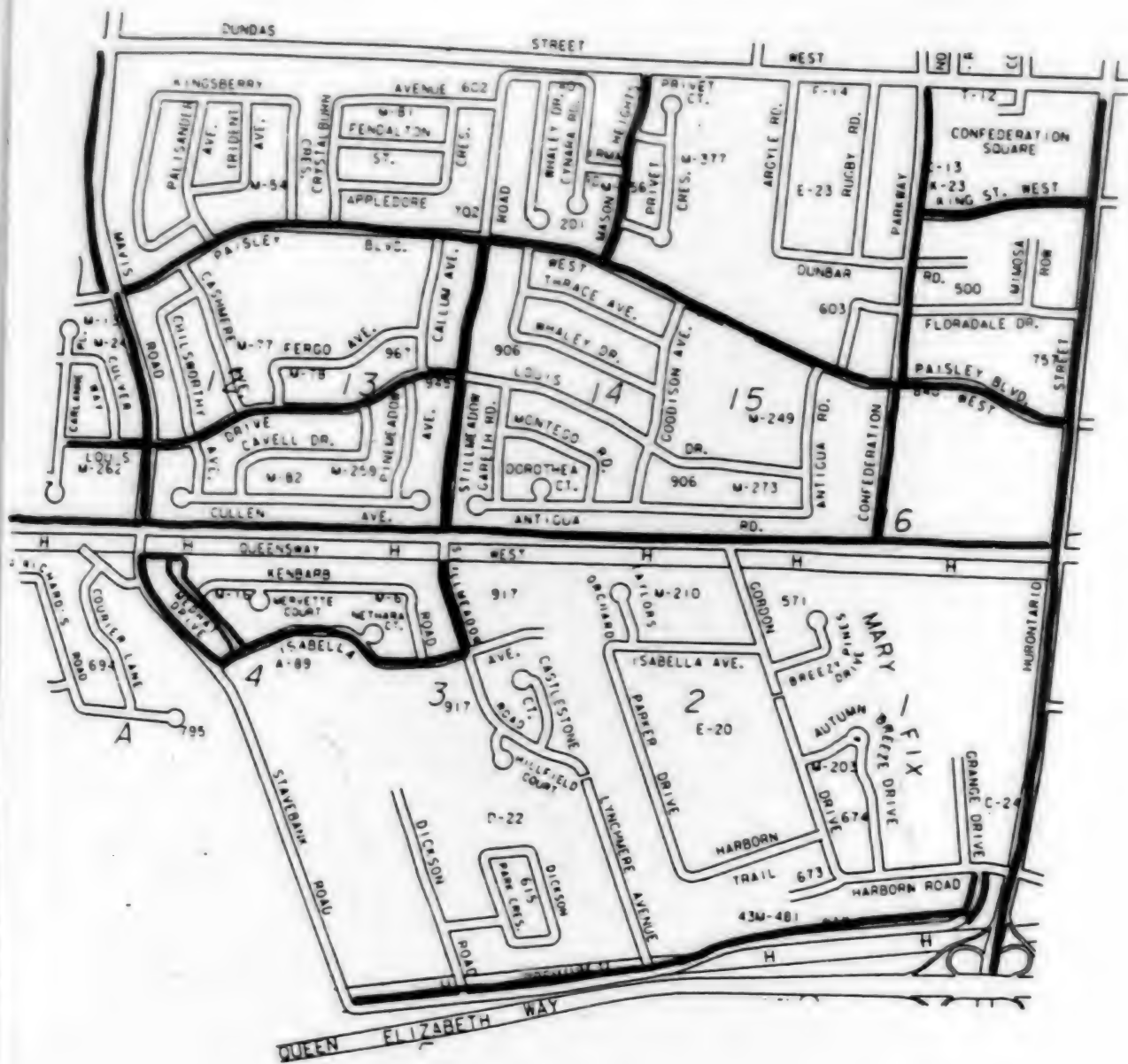
RECOMMENDATION: That the sidewalk plowing and sanding service level on Medhat Drive not be upgraded as the sidewalk on Isabella Avenue and Stavebank Road are priority routes and serves the same need as requested for Medhat Drive.

A plan indicating the situation is attached.

c.c. E. Halliday

W. P. Taylor, P. Eng.  
Commissioner of Engineering & Works





— WALKWAYS REQUESTED  
 — WALKWAYS CURRENTLY MAINTAINED



## City of Mississauga

### MEMORANDUM

Files: 12 111 00015  
12 211 85010  
11 141 00039

27

To: Chairman and Members of the  
Public Works Committee  
Dept. \_\_\_\_\_

From: Mr. William P. Taylor, Commissioner  
Engineering and Works  
Dept. \_\_\_\_\_

REPORT REQUEST NO. 41/85

February 20, 1985

SUBJECT: Sidewalk Snow Plowing

ORIGIN: Engineering and Works

COMMENTS: Council, at its meeting on February 11, 1985, referred the entire matter of sidewalk snow plowing and sanding to us for a report to Public Works Committee. The following items were to be addressed in the report:

- a) Consideration of the implementation of a by-law which would place the responsibility of sidewalk snow plowing on the adjacent property owners, the cost involved to enforce such a by-law, and the effect of such a by-law which exists in Toronto and Etobicoke;
- b) The cost to the City when the original sidewalk snow plowing by-law was in existence wherein the City was responsible for the plowing of sidewalks, and the budget amount to the City if such a by-law were implemented at this time.
- c) Cost to the City of damage to curbs and lawns by snow-plows.

With respect to the by-law we were requested back in 1979 to prepare one. Attached is a copy of the Draft By-law together with our report for your information. The intent of this by-law was to require the Owner of any building which fronted on a sidewalk to clear that sidewalk within 24 hours after the snow had stopped. The City was to clear all sidewalks on all reverse frontage streets which were shown on Schedule 'A' of the attached by-law. We are also attaching a copy of the City of Toronto's notice which is advertised in the paper each year concerning their by-law which requires the abutting Owners to clear the snow and ice from the sidewalks within 12 hours after a snowfall. We recommended against this by-law and suggested that we undertake a City-wide sidewalk clearing programme based on priority and selected sidewalks that would be done which would be determined on the basis of need and the volume of pedestrian traffic to which the

..2



Chairman and Members of the  
Public Works Committee  
February 20, 1985  
Page 2

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

sidewalk was subject to: i.e. - main arterial roads, neighbourhood collectors, sidewalks adjacent to schools, transit routes, old age homes, hospitals, etc. This was implemented in 1980 and has been reviewed each year in the Summer to see which streets should be added. The last official approved plowing and sanding routes are shown on the attached map entitled 1984 Sidewalk Plowing and Sanding Priorities. Attached is a copy of our report at that time together with the approval of Council. We are still of the opinion that this policy has worked reasonably well and cannot see any reason to expand the programme on a City-wide basis.

With respect to the costs involved in snow plowing, it is extremely difficult to give Council accurate estimates in that obviously the cost depends on how much snow we receive in any given year. Naturally, in a very mild Winter the cost is extremely low and in a Winter which has a lot of snow the cost is quite high, however, we shall endeavour to give some guidelines as to cost. It should be pointed out, as Committee is aware, sidewalk plowing is a non-subsidizable item and therefore the total cost is borne by the City. The 1983/84 season was, in our opinion, fairly average and the sidewalk plowing costs were in the area of \$200,000.00 (budget was \$227,000.00). The expenditures to date in the 1984/85 season are approximately \$230,000.00 (it should be pointed out that this expenditure only represents from January 1st as any expenditures in December 1984 were reflected in the 1984 budget). Assuming that an average expenditure is \$230,000.00 to plow under the existing policy, under an average Winter this expenditure would rise to approximately \$650,000.00 if all sidewalks were plowed. The rationale for arriving at that figure is based on the following:

- a) Approximately 40% of the total sidewalks are now plowed;
- b) The existing sidewalks are fairly long, straight, and good production can be achieved;
- c) The remaining sidewalks (60%) are in very low volume residential type areas with many bends and culs-de-sac and therefore we have reflected a slight increase in cost over a straight pro-rata interpolation.

As far as the cost of damage to lawns is concerned, this is another area where the expenditures are up or down depending on whether sod is frozen or not. We would suggest,



Chairman and Members of the  
Public Works Committee,  
February 20, 1985  
Page 3

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

however, a \$10,000.00 to \$15,000.00 figure is reasonable.

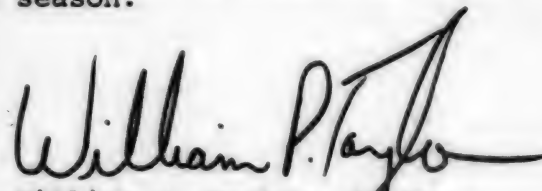
With respect to the enforcement of a by-law, we feel that this would be under the jurisdiction of the Building Department and although we do not see an increase in staff being required due to the short duration of the problem we feel that the Commissioner of Buildings should report directly on this matter.

As far as expanding the sidewalk programme is concerned to cover all sidewalks in the City, we are of the opinion that this would be a poor investment especially having regard for the Current Budget.

RECOMMENDATIONS:

1. That the City continue with its present policy on clearing sidewalks based on a priority system and that the sidewalks to be plowed be reviewed annually by the Public Works Committee as has been done in the past.
2. That the implementation of a by-law which would require all of the abutting owners to clear their sidewalks other than those plowed by the City be discussed at a future Public Works Committee prior to the 1985/86 Winter season.

AEM:dw  
Attach's.

  
William P. Taylor, B. Eng.,  
Commissioner,  
Engineering and Works.

c.c. Mr. E. M. Halliday  
Mr. D. J. Debenham



MEMORANDUM

12 211 79010  
11 141 00039

Chairman and Members of the  
Public Works Committee

To

From Mr. William P. Taylor, Commis

Dept.

Dept. Engineering and Works

P. M. DATE JAN 19 1984

July 25, 1979

SUBJECT:

Snow removal from City sidewalks.

ORIGIN:

Council Resolution No. 160 - February 26, 1979.

COMMENTS:

City Council at its meeting of February 26, 1979 passed Resolution No. 160 which instructed the Engineering and Works Department to prepare a by-law with respect to snow removal from sidewalks by residents. When this by-law was prepared, it was to be considered by the Public Works Committee.

It should also be noted that Council, during its 1979 budget discussions, deleted the monies involved for sidewalk snow removal for the month of December. Discussions at that time revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets, however, would continue to plow sidewalks on reverse frontage streets and special isolated conditions. A list of streets and a map indicating the locations which we are recommending we continue to plow are attached. The by-law relating to this is also prepared for Committee's consideration.

For Committee's information, the estimated cost for plowing and sanding of sidewalks in the City in 1980 would be approximately \$200,000.00. The estimated cost if the City only plowed the reverse frontages, et as outlined in Schedule 'A' of the by-law, would be in the order of \$90,000.00 which would result in a saving of approximately \$110,000.00.

Also, for Committee's information, we would advise that the total expenditure to date in 1979 for this activity is \$160,000.00 which obviously does not include December of 1979.

It should be pointed out that it is essential that this matter be decided prior to August 15, 1979 as ten for snow removal equipment are called during the last two weeks in August of each year.

Chairman and Members of the  
Public Works Committee  
July 25, 1979  
Page 2

1-7

Subject: Snow removal from City Sidewalks

RECOMMENDATIONS: 1. That Committee of Public Works decide whether to pass the attached by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

OR ALTERNATIVELY,

2. Decide whether to continue the present level of service and plow and sand all sidewalks in the entire City.

AEM:dw  
Attach's.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

c.c. Mr. E. M. Halliday  
Mr. L. Love  
Mr. R. Edmunds  
Mr. K. Cowan  
Mr. D. Ogilvie  
Mr. D. Debenham  
Ms V. MacLean





BY-LAW NUMBER \_\_\_\_\_

A By-law to provide for the clearing away and removal of snow and ice from sidewalks on highways.

WHEREAS, a by-law may be passed by Council under paragraph 57 of Section 354 of The Municipal Act, R.S.O. 1970, c. 284 for clearing away and removing snow and ice from sidewalks on the highway in front of, alongside or at the rear of any occupied, unoccupied building or vacant lot, at the expense of the owner.

NOW THEREFORE, the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. Where snow, ice or hail has not been removed from a sidewalk on a highway in front of or alongside or at the rear of an occupied or unoccupied building or vacant lot in the City of Mississauga within 24 (twenty-four) hours of the time that the snow, hail or other precipitation has ceased, the Commissioner of Engineering and Works, or his designate or agent may at the expense of the owner of the building or lot cause such snow or ice to be removed, and shall keep an account of all expenses relating to the removal and the expenses may be collected or recovered from the owner in any lawful manner including in the like manner as municipal taxes as provided in Section 469 of The Municipal Act, R.S.O. 1970, c. 284 as amended.
2. The provisions of sub-section 1 do not apply to public walkways, pedestrian overpasses, sidewalks abutting municipal property, or those sidewalks set out in Schedule "A" attached hereto.

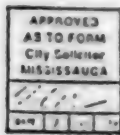
ENACTED and PASSED this

day of

1900. 1-9

MAYOR

CLERK



SCHEDULE "A" TO BY-LAW

ROAD	SIDE	FROM	TO
Copenhagen Road West Leg	West	Derry Road	360' North (Oslo)
Copenhagen Road East Leg	East	Derry Road	366' North
Falconer Drive	West	156' South of Bow River	Park Street
Creditview Road	West	Kenninghall Blvd.	924' North
Glen Erin Drive	West	Kenninghall Blvd.	618' South
Glen Erin Drive	East	438' South of Montevideo Rd.	234' South
Glen Erin Drive	West	Inlake Court	Windwood Drive
Montevideo Road	West	144' North of Inlake Court	Montevideo Rd.
Montevideo Road	East	Aquitaine Avenue	348' South
Aquitaine Avenue	East	Aquitaine Avenue	642' North
Aquitaine Avenue	North	Millcreek Drive	Montevideo Road
Millcreek Drive	South	Millcreek Drive	Montevideo Road
Millcreek Drive	West	Aquitaine Avenue	384' North
Millcreek Drive	West	Derry Road	996' South
Millcreek Drive	West	180' North of Derry Road	192' South of Tar Rd.
Glen Erin Drive	East	144' North of Council Ring	600' South of The Collegeway
Glen Erin Drive	West	150' North of Council Ring	462' South of The Collegeway
The Collegeway	South	66' West of Windjammer Rd.	156' East of Coun- Ring Road
The Collegeway	North	144' West of Spruce Needle Drive	216' East of Council Ring Road
Winston Churchill Blvd.	East	816' North of #5 Highway	960' North of #5 (Watercourse)
Winston Churchill Blvd.	East	1,692' North of #5 Hwy.	2,100' North of #5 Hwy
Winston Churchill Blvd.	East	132' North of Frankston Rd.	690' North of Fr- ston Road
Winston Churchill Blvd.	East	762' North of Frankston Rd.	912' North of Frankston Road
Winston Churchill Blvd.	East	(North of #3311) North side of #3341	(South of #3333) South side of #3
Burnhamthorpe Road	North	Winston Churchill Blvd.	Tamarack Gate
Winston Churchill Blvd.	East	The Collegeway	Burnhamthorpe Rd
Church Street	West	270' south of Ontario St.	336' South of Ontario Street
Battleford Road	South	Walkway	744' West
Shelter Bay Road	West	Arvida Circle	660' South
Tours Road	North	Crickadorn Court	85' West
Tours Road	South	Winston Churchill Blvd.	Glace Bay Road
Tours Road	South	Glace Bay Road	265' East
Dundas Street West	North	Wolfdale Road	Cedarglen Gate
Dundas Street West	North	Erindale Station Road	1,000' West
Dundas Street West	North	The Credit Woodlands	Winston Churchill Boulevard
Dundas Street West	South	Winston Churchill Blvd.	Windemoya Road
Erindale Station Road	West	Dundas Street	Forestwood Drive
Erindale Station Road	West	Forestwood Drive	McBride Avenue
Erindale Station Road	West	McBride Avenue	Railway Tracks
Erindale Station Road	East	Forestwood Drive	750' North
Wolfdale Road	West	Dundas Street	Forestwood Drive
Huron Ontario Street	West	Railway Tracks	1,000' North
Huron Ontario Street	East	Railway Tracks	Fairview Drive
Burnhamthorpe Road East	South	Hwy. #10	Cooksville Creek
Burnhamthorpe Road East	South	Central Parkway	Cawthra Road
Burnhamthorpe Road East	South	Cawthra Road	Tomken Road
Burnhamthorpe Road East	South	1,500' East of Tomken Rd.	Autumn Harvest Drive
Burnhamthorpe Road East	South	Autumn Harvest Drive	Golden Orchard
Burnhamthorpe Road East	South	Golden Orchard Drive	Dixie Road
Burnhamthorpe Road East	South	Havenwood Drive	Fieldgate Drive
Burnhamthorpe Road East	South	Fieldgate Drive	Hydro Right-Of-Way
Burnhamthorpe Road East	North	Ponytrail Drive	Fieldgate Drive
Windsport Drive	South	Fieldgate Drive	Havenwood Drive
Windsport Drive	West	Burnhamthorpe Road	Winding Trail
Windsport Drive	West	Winding Trail	Black Street
Windsport Drive	West	Bloor Street	Golden Orchard
Windsport Drive	West	Forestwood Drive	Winding Trail



ROAD	SIDE	FROM	TO
Dixie Road	West	Golden Orchard Drive	Little Etobico Creek
Bloor Street East	North	Central Parkway	Hyacinthe Blvd.
Bloor Street East	North	Hyacinthe Boulevard	Mississauga Valley Boulevard
Bloor Street East	North	Mississauga Valley Blvd.	Cawthra Road
Bloor Street East	South	Cawthra Road	Mississauga Valley Boulevard
Bloor Street East	South	Mississauga Valley Blvd.	Michelle Row
Bloor Street East	South	Michelle Row	Central Pkwy.
Central Parkway	East	Cliff Road	Bloor Street
Central Parkway	East	Bloor Street	Mississauga Valley Blvd.
Central Parkway	East	Mississauga Valley Blvd.	Burnhamthorpe
Queensway West	North	Stillmeadow Road	1,500' East
Queensway West	North	Navis Road	1,100' East
Queensway West	North	Navis Road	Damien Way
Queensway West	North	Damien Way	Rosemary Drive
Queensway West	North	Rosemary Drive	Old Carriage
Navis Road	East	Paisley Boulevard	Louis Drive
Navis Road	East	Louis Drive	Queensway
Navis Road	West	Dundas Street	Paisley Blvd.
Navis Road	West	Paisley Boulevard	Louis Drive
Navis Road	West	Louis Drive	Queensway
Stavebank Road	East	Queensway	Isabella Avenue
Lakeshore Road	South	Owenwood Drive	500' East
Lakeshore Road	South	Balboa Drive	348' West
Embassy Avenue	West	The south limits	160' North
Southdown Road	East	Bonnymede Drive	1,000' South
Southdown Road	West	Truscott Drive	430' South
Southdown Road	West	Ontario Hydro Right-Of-Way	990' North
Dundas Street West	South	150' East of Winston Churchill	560' East of Woodchester Dr.
Dundas Street West	South	500' East of Liruma Road	500' West of Fitch Line
Derry Road East	North	C.N.R. crossing east of Airport Road	1,250' East
Derry Road East	North	500' east of Goreway Dr.	Hecherbrae Rd.
Rexwood Road	West	Rexdale Boulevard	Northerly 250'
Goreway Drive	West	Nashua Drive	1,500' South
Turken Road	West	Runningbrook, School lot line	
Turken Road	West	Bloor Street, School lot line	
Turken Road	West	School lot line, Flagship	
Turken Road	West	Flagship, School lot line	
Turken Road	West	School lot line, Rydal Road	
Turken Road	East	Nursery Lot line, Runningbrook	
Turken Road	East	Runningbrook, Bloor	
Turken Road	East	Bloor, Flagship	
Turken Road	East	Flagship, Netheric	
Turken Road	East	Netheric, School wall: way	
Cliff Road	West	Rhonda Valley, Rhonda Valley	
Cliff Road	West	Rhonda Valley, Mississauga Valley Blvd.	
Cliff Road	East	Lot line of town homes, Karen Park	
Cliff Road	East	Karen Park Cres., Karen Park Cres.	
Cliff Road	East	Karen Park Cres., lot line of town homes	

Dec. 6/84

TORONTO STAR, MONDAY, DECEMBER 3, 1984/A13

Toronto Star



City of Toronto

## Help keep sidewalks clear of snow and ice this winter

City of Toronto property owners and occupants are required to clear snow and ice from sidewalks abutting their property as often as required, and no later than 12 hours after a snowfall.

Those who fail to do so are liable to receive a summons under By-laws 567-75 and 568-75. The required snow removal would then be undertaken by City employees, with associated costs added to the property owner's realty taxes.

City forces clear sidewalks for physically handicapped and senior citizens who have applied for this free service. For further information contact the Department of Public Works at 947-7768.

R.M. Bremner, P.Eng., F.I.C.E.  
Commissioner of Public Works

RECEIVED

DEC 6 1984

COUNCILLORS



MEMORANDUM

*for each maintenance  
sidewalks*

To: Wm. P. Taylor, P. Eng., Commissioner

From: Christine Dodds

Dept: Engineering and Works

Dept. Clerk's Department

October 10, 1984.

Re: Sidewalk Snow Ploughing

File: F.05.03.02, 12 111 0015, 12 211 84010, 11 141 00039

In response to your report dated August 17, 1984, on the sidewalk snow ploughing programme for 1984/1985, on Tuesday, October 9, 1984, Council adopted the following recommendation of the Public Works Committee dated September 20, 1984:

- (a) That the sidewalks shown on Drawing Z-12620 dated July, 1983, presented to the Public Works Committee at its meeting held on September 20, 1984, be approved for ploughing and sanding in the 1984/1985 winter season.
- (b) That the Public Information Section of the Clerk's Department be requested to publicize the City of Mississauga's snow ploughing programmes in all City publications.

*Christine Dodds*

Christine Dodds  
Clerk's Department.

c.c. J. Hoshko, Public Information

ENGINEERING WORKS & PLG. DEPT.

RECEIVED THE

OCT 10 1984

By	Initials	Date
WPT		
W.H.		



12 211 84010  
11 141 00039

To Chairman and Member  
Dept. Public Works Commit

William P. Taylor, Commissioner  
Engineering and Works

REPORT REQUEST NO. *17*

17, 1984

*Sold Aug 29/84  
J.P.*

SUBJECT:

Sidewalk Snow Ploughing Programme - 1984/1985

ORIGIN:

Engineering and Works Department

COMMENTS:

Committee will recall that back in January 1984 Council reviewed the 1983/1984 approved Sidewalk Ploughing Programme and the Councillors were requested to provide their individual recommendation as to what additional sidewalks should or should not be ploughed within the various wards. At that time these additions were referred to the Commissioner of Engineering and Works for a report back to Public Works Committee and these additional streets were to be addressed prior to the 1984/1985 winter season.

The additional sidewalks suggested by the Councillors (shown in green) were reviewed by staff as requested and were found to be reasonable. It was also decided at that time that this matter would be placed on an upcoming General Ratepayers' Meeting which was to be held on March 27, 1984, in order that we could receive their input or comments. At that meeting Councillor Culham showed this map and explained the Sidewalk Ploughing Programme. The sidewalks shown in black were the ones ploughed prior to the 1983/1984 winter season; the sidewalks shown in red were added and approved for ploughing in the 1983/1984 winter season; the sidewalks shown in green have been requested by the Councillors and, which we have previously stated, are reasonable additions; and the sidewalks shown in yellow are new sidewalks which have been, or will be, constructed as part of 1984 Capital Budget or part of Subdivision Agreements which we are recommending be added to the ploughing for the 1984/1985 winter season.

RECOMMENDATION:

That the sidewalks shown on Drawing Z-12620 dated July 1983 be approved for ploughing and sanding in the 1984/1985 winter season.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

AEM:dw

C.C. Mr. E. M. Halliday  
Mr. D. J. Debenham

FORM 145



## City of Mississauga

### MEMORANDUM

Files: 15 111 00010  
11 141 00039

30

To: Chairman and Members of the  
Public Works Committee  
Dept. 1464

From: Mr. William P. Taylor, Commissioner  
Dept. Engineering and Works

DATE FEB 19 1985

FILE NO F0504-01

February 15, 1985

SUBJECT: Holiday Garbage Collection

ORIGIN: Engineering and Works Department

COMMENTS: We received a memorandum dated January 14, 1985, from Mayor McCallion regarding holiday garbage collection, copy of which is attached together with our reply. The Mayor also requested that a report to Public Works Committee would be appreciated.

The Garbage Collection Contract stipulates that should a collection day follow on a statutory holiday the collection for that day shall be made on the day following. The Contract Documents go on to say that the Contractor will advise the public of holiday collection changes by suitable advertisements in three major newspapers and four local newspapers on two occasions prior to the holiday subject to the approval of the Engineer. The problem here appears to be Boxing Day in that the residents assumed that the normal Christmas Day collection (Tuesday) would not be picked up on Boxing Day and obviously the ads that were placed in the paper were not read. It is also interesting to note that there hasn't been a Boxing Day collection since 1980. In 1981 and 1982 Boxing Day fell on a weekend and in 1983 it fell on a Monday, however, it was proclaimed to be a holiday in lieu of Christmas.

We should point out, however, that we did not receive an abnormal amount of phone calls concerning this holiday schedule as only the Tuesday area was affected in any event.

Public Works Committee should be discussing the arrangements for garbage collection in the Summer of 1985 and any changes which they desire will be incorporated into the new Garbage Collection tender.

..2

Chairman and Members of the  
Public Works Committee  
February 15, 1985  
Page 2

Subject: Holiday Garbage Collection

RECOMMENDATION: That the report submitted by Mr. William P. Taylor,  
Commissioner of Engineering and Works, dated February 15,  
1985, with respect to Holiday Garbage Collection, be  
received.

*Ames*  
AEM:dw  
Attach.

*William P. Taylor*  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

c.c. Mr. E. M. Halliday



City of Mississauga

MEMORANDUM FILES: 15 111 00010

to Mayor Hazel McCallion

From William P. Taylor, P. Eng.

Dept.

Dept. Engineering and Works

January 24, 1985

RE: Garbage Collection during  
holiday season - YOUR FILE 167/85

This is in response to your memo of January 14, 1985 concerning the garbage collection over the holiday season. You requested that we prepare a report to Public Works Committee regarding this matter which we propose to have on the February Agenda.

As you are aware we advertise in the newspaper of any change of the pickup dates due to holidays and in this particular instance advertisements were placed in the Mississauga News, The Sun, The Star and The Globe. Usually we advertise in the Malton, Streetsville and Meadowvale Community papers also, however, we did not this time due to the fact that those areas were not affected by any change of date.

Christmas Day was on a Tuesday and the pickup for that day was done on the following day which was Wednesday (Boxing Day). The problem is that certain residents assumed Boxing Day to be a holiday and that there would be no garbage pickup. I would also point out that 1985 was a particularly good year for the Christmas Holiday because the Tuesday pickup was the only day affected, and the garbage was picked up on the next day which being Wednesday is not normally a pickup day and, therefore, Monday, Thursday and Friday collections were in no way affected. When the holiday falls on, for example, a Thursday, then Thursday's pickup takes place on Friday and Friday's on Saturday, which obviously adds more confusion to the schedule.

With regard to the gentleman on Credit Woodlands placing his garbage out on New Year's Eve, I cannot explain that at all in that he is in a Tuesday area which, as previously mentioned, was picked up on Wednesday and I have no idea why he would put his garbage out on Monday.

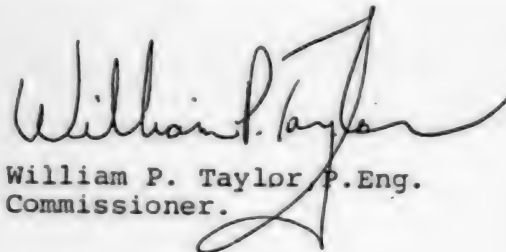
I would also bring to your attention that the contractor reran certain areas at our request to try to accommodate some of the people who did, in fact, not put their garbage out on Wednesday but put it out on Thursday instead.


Another possibility for confusion was the municipalities to the east of us, i.e. Etobicoke, Toronto, etc. pick up their garbage through City forces rather than a contractor and thus Christmas and Boxing Day were statutory holidays and their advertisements may have created confusion in the minds of some people reading same.

You also point out that there was a problem in Malton; however, I cannot see any reason why as the Malton area was not affected as it has a Monday pickup for single family dwellings and a Monday/Thursday pickup for multis, and both days were normal working days.

We have checked with our Dispatch Centre and they did have some complaints but certainly nothing of an abnormal nature or number.

As you noted in your memo there is also some degree of problem after every holiday pickup and usual garbage pickup days are changed. I can only assume this is caused by the residents not noticing or reading the advertisements we place in the paper. Perhaps the method of advising people of these changes should be discussed at Public Works Committee and possibly a policy should be implemented in the next garbage tender so that the potential contractor can deal with this problem in the next contract.

  
William P. Taylor P.Eng.  
Commissioner.

  
c.c. E. M. Halliday.



*Completed*

W.P. TAYLOR, COMMISSIONER  
ENGINEERING & WORKS

HAZEL McCALLION  
MAYOR

January 14, 1985

File: 140/84

On my television phone-in show last Thursday night, I received two calls regarding the confusion in the garbage collection over the holidays.

As you know, we always do run into some confusion but I assume from the calls I received, that boxing day threw even more confusion into the problem this year.

I assume that the garbage supervisor is aware of the problems and I would appreciate you placing this item on the next Works Committee Agenda, giving a report as to exactly what the problems were over the holidays and especially the Christmas holiday.

I had a gentleman from Credit Woodlands advising me that garbage was placed out New Year's Eve day and was not picked up and therefore remained out over New Years and was quite disturbed about the image that was created in the area as a result of this problem.

I indicated to the gentleman that I thought his area was the only one that experienced this problem as I had not had any calls, but then a lady phoned in and advised me that it was a problem in the Malton area and she felt that it was possibly a problem throughout the City.

A report to the Works Committee would greatly help.

Many thanks.

*for 21 agnd*

HAZEL McCALLION  
MAYOR

HMcC/ds  
cc Mr. E. Halliday  
Councillor R. Skjarum  
Chairman, Works Committee



CITY OF MISSISSAUGA

MINUTES

MEETING #1

NAME OF COMMITTEE: Public Works

DATE OF MEETING: Thursday, February 21, 1985

PLACE OF MEETING: Committee Room A at 9:35 am

MEMBERS PRESENT: Councillor R. Skjarum, Chairman  
Mr. J. Rogers, Vice-Chairman  
Councillor D. Cook  
Councillor D. Culham  
Councillor H. Kennedy  
Mr. Christopher B. Gauer  
Mrs. June Hayden

MEMBERS ABSENT: Mr. Allan Hignell

ALSO PRESENT: Councillor M. Marland  
Councillor T. Southorn  
Mr. Michael Caine, Mississauga Clean City Campaign - Item 1  
Mr. Ken Bethune, Mississauga Clean City Campaign - Item 1  
Mr. Chris Kofler, Mississauga Clean City Campaign - Item 1  
Mr. B. Johnston, Mississauga Clean City Campaign - Item 1  
Mr. Patrick Crowther, CNIB - Item 2  
Mrs. Kathy Martin, CNIB - Item 2  
Mr. Ron LeDuc, March of Dimes - Item 2

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering & Work  
Mr. A. McDonald, Director, Maintenance Engineering  
Mr. P. Davies, Drafting Supervisor  
Mrs. Kathy Zammit, Committee Coordinator

DEPUTATIONS

- A. Representing Mississauga Clean City Campaign:  
Mr. Michael Caine  
Mr. Ken Bethune  
Mr. Chris Kofler  
Mr. Brian Johnston

See Item 1  
A.03.04; J.07.02.01

- B. Mr. Patrick Crowther, CNIB  
Mrs. Kathy Martin, CNIB  
Mr. Ron LeDuc, March of Dimes

See Item 2  
F.06.03.02

MATTERS CONSIDERED:

1. Report dated February 11, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to a request from the Mississauga Clean City Campaign for a grant in the amount of \$120,000.00, pursuant to General Committee Recommendation 1669-84 (December 10, 1984) (Request for Report 329-84). Mr. Taylor advised that Mr. C. Kofler appeared before General Committee on November 28, 1984, requesting the grant to change the Community's attitude towards improper waste handling and to extend involvement in the recycling of solid wastes. The Mississauga Clean City Campaign organization indicated certain benefits could be obtained if a City grant was provided for a number of years such as:
  1. That the operation of Recycling Centres could be self-supporting within three to five years.
  2. That if litter is decreased by changing the attitudes of people, then the City's cleanup expenses should also decline.
  3. Every cubic yard of material that is recycled requires that much less capacity at a landfill site.
  4. If recycling attitudes are changed and successful marketing of recyclables is attained (such as curb-side pickup for newsprint) then future garbage collection contracts should be positively impacted by recycling revenues.

Mr. Taylor advised that simultaneously with this request, the Region of Peel was preparing a report on the establishment of a Community Recycling Centre at the Britannia Landfill site. As requested, Councillor R. Skjarum on December 7, 1984, chaired a joint meeting with representatives of the Region of Peel, the City of Mississauga, and the Mississauga Clean City Campaign, to assess the requirements for establishing recycling depots within the Region of Peel and to co-ordinate the various activities, from which the following comments and/or conclusions emanated:

1. The Mississauga Clean City Campaign, the Region of Peel, and the City of Mississauga, all had the same objective in encouraging recycling as a very worthwhile project.
2. There are two distinct features in the operation of a Recycling Depot; one is the promotion and education of the concept of recycling within the Community and the other is the physical operation of the depot - i.e. collection, preparation, and haulage to end user (market).



3. The purpose, background, and membership, of the Clean City Group makes it a logical choice to promote recycling in the Community; i.e. advertising and public relations, promotion and education within the community, suggestions regarding operations and advice on the potential end user markets, and the Region of Peel Works Department would be a logical choice for the operation of the actual Recycling Centres. The Region has the manpower and expertise to operate those Centres and with its operation of the landfill site at Britannia Road can provide a suitable location for a Transfer station in order to transport the recycling materials to the end market. (It was assumed that if Recycling Centres were established within the Community they would be Collection Centres only and would be relatively small in size.)
4. It was generally agreed that the operation of the Recycling Centres should be supervised at all times while open and the Region should look into this aspect to see if it would be suitable for Social Service Agencies to man these depots.
5. It was generally agreed that one location for a Recycling Depot should be the Britannia landfill site as residents who are using this facility for the disposal of refuse can also be encouraged to bring with them any recyclable material. The Region's representative indicated that they have established a used oil disposal recycling unit at that location and the residents were making good use of that installation.

Mr. Taylor advised that it was also concluded that in order for recycling depots to be a success, they must be readily accessible, and that while depots may be placed in strategic locations throughout the City at some future date, a depot at the Britannia landfill site would provide an excellent pilot project in order to test participation, costs and revenues.

Further, he advised that the City is involved through its Garbage Collection Contract in collection and recycling of newsprint by curbside pickup. Under this program, some 1,100 tons was recycled in 1984.

Within a few months time, the tender documents will be prepared for a new contract for curbside collection and waste, and Mr. Taylor suggested that it is most likely the tenderers will be required to submit some kind of a recycling package. If a substantial program of curbside pickup was implemented in 1986, the need for Community Recycling Centres would be downplayed and more emphasis would be put on a large Recycling Depot at the Britannia Landfill site which would in effect be a central collection and distribution centre for recyclables to end market.



He offered the following as the role of the Mississauga Clean City Community in 1985:

1. Maintain and expand their Educational Programme in Schools.
2. Encourage the changing of people's attitudes throughout the Community in terms of litter and recycling.
3. Expand the Educational Programme with business.  
(Example: Industrial Business Parks)
4. Promote recycling in multi-family complexes.
5. In conjunction with the Region of Peel embark on a promotional programme for the Britannia Recycling Centre.
6. Liaise with the City and Regional Recycling Programmes and offer suggestions re operating procedures and market users.

He advised that it is likely that the City will be embarking in the next garbage collection contract a fairly extensive curbside pick-up, he suggested that the Mississauga Clean City Community should evaluate the impact on neighbourhood recycling depots if this concept should come to fruition.

Further, he advised that there are limited funds available in the 1985 Capital Budget, however, he does support the involvement of the Mississauga Clean City Community in the creation of a recycling program, on the basis that the Mississauga Clean City Community, the Region of Peel, and the City dovetail their efforts towards one common goal. To this end, Mr. Taylor recommended:

- (a) That a grant of \$10,000.00 (over and above the \$18,000.00 granted for the hiring of a Coordinator) be given to the Mississauga Clean City Campaign for the year 1985 to cover the work program and philosophy as detailed in the report dated February 11, 1985, from the Commissioner of Engineering & Works.
- (b) That the Mississauga Clean City Community be required to submit a report to the Public Works Committee in February 1986 outlining their accomplishments and completed projects undertaken by them during 1985.

The Mississauga Clean City Campaign was represented by Messrs. Michael Caine, Ken Bethune, Chris Kofler and Brian Johnston.

Mr. Caine, as spokesman, reviewed the Campaign's history and explained the proposals on which their request for a grant in the amount of \$120,000.00 was based. He indicated that after reviewing Mr. Taylor's report, the Campaign wished to reduce their grant request to \$50,000.00, explaining that while the \$10,000.00 recommended would be gratefully accepted, it was not sufficient to meet their objectives. In this regard, he advised that the City's contribution represented only a small percentage of their budget.

There was some discussion of the Campaign's proposed recycling program during which Mr. Caine reminded the Committee of their objectives of recycling - not cleaning up.

Councillor Culham moved that the deputation be received and the Campaign be requested to submit a detailed breakdown of their proposals with respect to a revised grant request of \$50,000.00 to General Committee prior to March 1, 1985.

The Councillor added a further section to his motion to provide that Councillor Skjarum act as a liaison between the Campaign and the Region in pursuing a grant of \$20,000.00.

A.04.03, J.07.02.01

See Recommendation 18-85 (Councillor Culham)

2. Letter dated January 28, 1985, from Patrick G. Crowther, District Administrator, CNIB Halton Peel District Office, expressing the concerns of the blind and visually impaired individuals and their families, with respect to the lack of snow removal from sidewalks. Mr. Crowther advised that those individuals who rely on the white cane for travel find it impossible to move independently through the snow, and consequently tend to remain at home and become dependent on others for daily needs. Further, he advised that there are more than 350 blind and visually impaired resident in Mississauga and their lives would be greatly improved during the winter months if the City would ensure that sidewalks are kept clear of snow.

This letter was included on the agenda for the Council Meeting of February 11, 1985, at which time it was referred to this meeting and direction given that Mr. Crowther be invited to speak to the Committee in this regard.

Mr. Patrick Crowther and Mrs. Kathy Martin, on behalf of the CNIB, and Mr. Ron LeDuc, representing the March of Dimes, addressed the Committee explaining the special problems of the blind/visually impaired and disabled in travelling sidewalks not cleared of snow. The deputants generally supported the implementation of a by-law requiring property owners to clear snow from the sidewalks adjacent to their property. Upon an indication that they were not aware of the sidewalk priority program, the Engineering and Works Department provided copies of the map showing priority routes to both groups.

NOTE: See Items 3, 4, 28 and 29

F.05.03.02

See Recommendation 19-85 (Councillor Culham)

RECEIVED



3. Letter dated January 3, 1985, from Karen Goodale, 3131 Jaguar Valley Drive, Apt. 301, with respect to safety as it relates to sidewalks not cleared of snow.

This letter was included on the agenda for the Council Meeting of January 28, 1985, and was referred to this Committee, and to the Commissioner of Engineering & Works who had been requested to evaluate sidewalk snowplowing.

During discussion of this item, Mr. Taylor advised that at one time all sidewalks in the municipality had been cleared of snow; however, due to costs, now only the sidewalks which have been designated as priority routes are plowed. He suggested that if a Ward Councillor is of the opinion that it is necessary that a specific sidewalk be cleared, then it should be added to the priority list.

Accordingly, the priority list was amended to add the sidewalks on the following streets:

Jaguar Valley Drive (requested by Councillor Culham)  
Tredmore Drive (requested by Councillor Marland)  
Wolfedale Road between Queensbridge Drive and Burnhamthorpe Road  
(requested by Councillor Culham)  
Perivale Road South of Rathburn Road  
(requested by Councillor Culham)  
Pathfinder Drive (requested by Councillor Cook)  
Corsair Road (requested by Councillor Cook)  
North Service Road from Sherobee Road, easterly to the terminus of  
the sidewalk (requested by Councillor Cook)  
Chantenay Drive (requested by Councillor Cook)

The Committee at this time also considered Item 4, and approved sidewalk snowplowing on both Karenza Road and Parthia Crescent.

Councillor Southorn expressed concern that the sidewalks on Montevideo Road are presently on the priority list, however, walks are not cleared of snow a week after the most recent storm.

Mr. McDonald advised that after a storm such as the one on February 12, 1985, the sidewalks can be expected to be plowed in no more than 4 days, or sooner if the service is contracted.

Councillor Southorn inquired why the emergency route on Hammond Road (Ward 9) had not been plowed. Mr. McDonald responded that perhaps the plow driver did not realize this was an emergency route because it was chained; however, he agreed to investigate and rectify the situation.

Councillor Southorn also expressed concern that there is no place left to store snow in residential areas and that his residents are requesting that some action be taken.

Mr. Taylor advised that snow removal on a City-wide basis would be too costly.



The Committee directed that Mr. Taylor prepare a report in this regard and addressing clearance of snow from driveways during the road snowplowing process.

NOTE: See Items 23, 28 and 29.

F.05.03.02

See Recommendation 20-85 (Councillor Culham)

4. Report dated February 4, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request for an increase in the level of service for sidewalk snow plowing and sanding on Parthia Crescent (one side) from Flagship Drive to Tasmania Drive, and on Karenza Road from Sandgate Crescent to Chalkwell Close. Mr. Taylor advised that those sidewalks are not listed as "priority routes" within the guidelines previously approved by Council, but that the pedestrian count on both is high as they are direct school access routes.

He advised that due to the urgency of the request, he has instructed that those sidewalks be plowed and sanded, and recommended:

That the level of service for sidewalk plowing and sanding on Parthia Crescent and Karenza Road be increased and that those streets included as priority sidewalk routes for winter maintenance.

This matter was considered during discussion of Item 3.

NOTE: See Items 2, 3 28 and 29

F.05.03.02

See Recommendation 20-85 (Councillor Cook)

APPROVED

5. Report dated January 10, 1985 from W. P. Taylor, Commissioner of Engineering and Works, pursuant to a request dated November 11, 1984, from Mr. T. Bartholomeusz (Request for Report 347-84), suggesting that consideration be given to naming streets after the constellations. Mr. Taylor advised that these names were reviewed by the Region of Peel Street Names Committee on January 9, 1985, some of which were not approved due to duplication, spelling or pronunciation difficulties, and recommended:

That the following names be placed on the Region of Peel list of reserved street names as being available for selection by developers or the municipality:

ANDROMEDA  
AQUARIUS  
DENEK  
FORNAX  
GEMINI  
MENKAR

PAVO  
POLARIS  
POLLUX  
SABIK  
SAGITTA  
TUCANA  
VEGA  
VOLANS

This report had been included on the agenda for the Public Works Committee Meeting of January 17, 1985, and deferred to this meeting pursuant to Recommendation 13-85, approved by General Committee on January 30, 1985, and subsequently adopted by Council on February 11, 1985.

As requested by Councillor Marland, on verbal motion by Councillor Culham, the recommendation was approved as amended by the deletion of the following names:

DENEB  
FORNAX  
MENKAR  
PAVO  
POLLUX  
SABIK  
SAGITTA  
TUCANA  
VOLANS

F.02.07

AMENDED

See Recommendation 21-85 (Councillor Culham)

6. Report dated February 5, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to a submission from Planning Management Group Ltd. regarding street names proposed for plan of subdivision T-82031 (north side of Dundas Street West, west of Mavis Road). Mr. Taylor advised that these names were reviewed by the Region of Peel Street Names Committee on January 9, 1985, some of which were not approved due to duplication, spelling or pronunciation difficulties, and recommended:

That Planning Management Group Limited be advised that the following names are approved for use in proposed plan of subdivision T-82031, Milac Holdings Limited (north side of Dundas Street West, west of Mavis Road):

FAIRVIEW ROAD WEST  
DRAGON DRIVE  
SWEDRU  
LATVIA  
PILCOM  
ALMART  
BANAS  
CLARINET  
LANDVIEW

LECH WALESA DRIVE  
NANAK  
LUZON  
UKRAINE  
LONGSIDE  
REDMOND  
REFLEX  
SHETLAND  
SLIPSTREAM

As requested by Councillor Marland, on verbal motion by Christopher Gauer, the recommendation was approved as amended by the deletion of the following names:

LECH WALESA DRIVE  
SWEDRU  
PILCOM  
REFLEX

In accordance with comments by Mr. Taylor that the name LECH WALESA DRIVE is already shown on the plan for another subdivision which has not been registered, Mr. Gauer added the following to his motion:

That previous approval of the street name LECH WALESA DRIVE be rescinded.

F.02.07, T-82031

AMENDED

See Recommendation 22-85 (Christopher Gauer)

7. Report dated February 13, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to a submission from Paracon Group regarding street names proposed for plan of subdivision T-80036 (north-west corner of Creditview Road and Britannia Road). Mr. Taylor advised that these names were reviewed by the Region of Peel Street Names Committee, and recommended:

That Paracon Group be advised that the following names are approved for use in proposed plan of subdivision T-80036 (north-west corner of Creditview Road and Britannia Road):

TILLSDOWN DRIVE  
NEWGREEN CIRCLE  
HARSMERE LANE  
HOLYWELL AVENUE  
LOGANDALE WAY  
BAGWELL LANE  
ROXBURY ROAD  
SIR MONTY'S DRIVE  
STONEHAM ROAD  
ST. IVES COURT  
WINCHESTER DRIVE

As requested by Councillor Southorn, on verbal motion by John Rogers, the recommendation was approved as amended by the deletion of the following names:

BAGWELL LANE  
WINCHESTER DRIVE

F.02.07, T-80036

AMENDED

See Recommendation 23-85 (John Rogers)



8. Report dated January 31, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter dated January 4, 1985, from M. A. Millard, President, Traders Associates, requesting that the name CANITAL be reserved for use within proposed plan of subdivision T-83026 (north side of Eglinton Avenue between Highway 10 and Kennedy Road) (Request for Report 10-85). Mr. Taylor advised that this name has been approved by the Region of Peel Street Names Committee and recommended:

That Traders Associates be advised that the name CANITAL is approved for use within proposed plan of subdivision T-83026 (north side of Eglinton Avenue between Highway 10 and Kennedy Road).

F.02.07, T-83026

See Recommendation 24-85 (Councillor Culham)

APPROVED

9. Report dated February 13, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from Councillor D. Cook for approval of the use of the name SUMMERVILLE within the lands under rezoning application OZ-24-84, Runnymede Development Corporation (between Dundas Street East and the Etobicoke Creek, west of Southcreek Road).

He advised that since 1981 the name SOMERVILLE has been included on the Region of Peel list of reserved street names for the future use of Councillor F. McKechnie. He explained that while the spelling is different, the phonetics are essentially the same and as such present a conflict. However, it was his understanding that Councillor McKechnie has agreed to waive his reservation in favour of Councillor Cook.

Mr. Taylor further advised that the name SUMMERVILLE is historically significant being the early name of the area and that while the proposed roadway will align directly opposite existing Universal Drive, the name change would occur at a major road (Dundas Street East) and would present no problem. Mr. Taylor recommended:

- (a) That Councillor D. Cook be advised that the name SUMMERVILLE is approved for use within the lands under rezoning application OZ-24-84, Runnymede Development Corporation (between Dundas Street East and the Etobicoke Creek, west of Southcreek Road).
- (b) That the SOMERVILLE be deleted from the Region of Peel list of reserved street names.

F.02.07, OZ-24-84

APPROVED

See Recommendation 25-85 (Councillor Cook)

10. Report dated February 13, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a letter from Mr. Russell Grafton, PO Box 7, Brampton, requesting that CARDIFF BOULEVARD within proposed plan of subdivision T-23795, Carma Developers Ltd. (north side of Derry Road between Highway 401 and Tomken Road) be renamed GRAFTON WAY in honour of his ancestors who were the first settlers in the area and occupied these lands from 1818 to 1981 (Request for Report 321-84).

Mr. Taylor advised that the request has been discussed with the developer who indicated there is no objection. He explained that when the street names for this development were under review in 1978, the name CARDIFF BOULEVARD was approved, reflecting the fact that the proposed roadway was continuous with existing Cardiff Boulevard east of Tomken Road. While the subject proposal would create a change in the name of a continuous roadway, it would occur at a major street (Tomken Road) and presents no problem.

Further, he advised that the name has been reviewed with the Region of Peel and that while there is a GRAFTON CRESCENT in Brampton, it is a relatively small street (approximately 10 lots) and there is considerable distance between the two locations, and therefore no serious conflict would be presented. Mr. Taylor recommended:

THAT the name GRAFTON WAY be approved for use in proposed plan of subdivision T-23795, Carma Developers Ltd. (north side of Derry Road between Highway 401 and Tomken Road)

F.02.07, T-23795

See Recommendation 26-85 (Councillor Culham)  
APPROVED

11. Report dated February 8, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to the duplication of street names VOYAGER DRIVE and INTERNATIONAL BOULEVARD, pursuant to General Committee Recommendation 1561-84 (November 5, 1984) whereby the names as show on Plan M-533 In the industrial area south of Lester B. Pearson Airport, are to be reconsidered and referred to the Commissioner for a report to the Public Works Committee. (Request for Report 299-84).

Mr. Taylor advised that the name VOYAGER DRIVE was originally approved for use within proposed plan of subdivision T-76042, Airport Corporate Centre Inc. (on the south side of Highway 401 at the boundary with the City of Etobicoke), and that the name INTERNATIONAL BOULEVARD was originally approved for use within proposed plan of subdivision T-79038, Tenbury Investments Ltd. (adjacent to plan T-76042). He explained that registration is imminent for the Tenbury (now Bial Developments Ltd.) plan, and the Municipality of Metropolitan Toronto has brought to attention the conflict with streets of those names in the City of Etobicoke and in close proximity to the Mississauga streets.

With respect to VOYAGER DRIVE, Mr. Taylor advised that Airport Corporate Centre Inc. supports a change to ORBITOR DRIVE, one of the names suggested by Councillors F. McKechnie and D. Cook.



With respect to INTERNATIONAL BOULEVARD, he advised that Baif Developments Ltd. have indicated a preference for the name COMMERCE BOULEVARD, which is not one of the names submitted by the Councillors. The developer has also requested that, due to potential delays, the renaming not occur until after plan registration.

Mr. Taylor advised that the names ORBITOR and COMMERCE have been reviewed and approved by both the Region of Peel Street Names Committee and the Municipality of Metropolitan Toronto. Further, the tenants of the one residential property on Voyager Drive are aware of the proposed street name change.

He also indicated that Metro has approved the name change in accordance with the policy which has been established between the Region and neighbouring municipalities to hopefully eliminate this happening in the future.

Mr. Taylor recommended:

- (a) That VOYAGER DRIVE be renamed ORBITOR DRIVE, and that the street be double-signed for a period of one year.
- (b) That, immediately upon registration of proposed plan of subdivision T-79038, Baif Developments Ltd. (north side of Eglinton Avenue East, west of Renforth Drive), INTERNATIONAL BOULEVARD be renamed COMMERCE BOULEVARD.

F.02.07, M-533, T-79038

See Recommendation 27-85 (Christopher Gauer)  
APPROVED

12. Report dated February 8, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to the approval of proposed street names RIDGEWAY DRIVE and LISGAR TRAIL, further to his report dated December 17, 1984, regarding RIDGEWAY DRIVE.

Mr. Taylor advised that the roadway referred to as RIDGEWAY DRIVE comprises a proposed development road extending from Dundas Street West northerly to Eglinton Avenue West, aligning with Tenth Line, and crossing Highway 403.

He explained that the name RIDGEWAY DRIVE first appeared in 1971 and was apparently suggested by The Cadillac-Fairview Corporation, and that while the name has been in general use over the year and appears in a considerable number of documents (draft plans, secondary plans, engineering submissions, etc), his Department can find no record or formal application or approval. The name was reviewed by the Region of Peel Street Names Committee for use in proposed plan of subdivision T-81018, Erin Mills Development Corporation (north side of Dundas Street between Winston Churchill Boulevard and Highway 403); however due to similarities with existing street names, the name was not approved. Notwithstanding this, Mr. Taylor advised that his Department has reviewed this matter and does not consider this similarity a matter of concern. Further, he suggested that a change in name at this time would cause considerable confusion and inconvenience to many parties.



It was originally proposed that the road would ultimately form one continuous roadway between Dundas Street West and Highway 401, and that Tenth Line be renamed RIDGEWAY DRIVE to achieve this purpose. However, as a result of discussions between Councillor T. Southorn and the Meadowvale Residents' Association, it has been suggested that Tenth Line be renamed LISGAR TRAIL which is historically significant and was reserved by the Streetsville Historical Society to be used within the City, at the discretion of staff. Further, Mr. Taylor advised that Councillor Southorn is reviewing the name with the residents of Tenth Line.

Mr. Taylor advised that while the recommendation will result in a name change in the ultimate continuous roadway, it would be at a major road (Eglinton Avenue West), and recommended:

- (a) That the name RIDGEWAY DRIVE be approved for use in proposed plan of subdivision T-81018, Erin Mills Development Corporation (north side of Dundas Street between Winston Churchill Boulevard and Highway 403).
- (b) That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West, shown as 'A' on the sketch attached to the report dated February 8, 1985, from the Commissioner of Engineering & Works.
- (c) That, subject to confirmation as to the acceptability from the Ward Representative, Councillor T. Southorn, Tenth Line be renamed LISGAR TRAIL in its entirety, shown as 'B' on the sketch attached to the report dated February 8, 1984, from the Commissioner of Engineering & Works, and that the street be double-signed for a period of one year.

NOTE: Pursuant to General Committee Recommendation 163-85 (February 11, 1985), Mr. Taylor's report dated December 17, 1984, in this regard, was referred to Councillors S. Mahoney and T. Southorn for discussion and report back to the Public Works Committee (Request for Report 40-85).

F.02.07, T-81018

See Recommendation 28-85 (Councillor Culham)  
APPROVED

13. Report dated July 31, 1984, from W. P. Taylor, Commissioner of Engineering & Works, regarding the duplication of street names, which report was prepared in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

This matter was considered by the Public Committee on August 8, 1984, at which time it was recognized that considerable time would be involved in resolving the duplications and, in many instances, it would be necessary for meetings to be held with area residents. Pursuant to Recommendation 44-84, as amended by General Committee on August 13,

1984, and subsequently adopted by Council on August 15, 1984, this report was circulated to the Members of Council, the Fire Chief and the Chief of Police for their comments as to the identification of duplications and conflicts which require priority, and included on the agenda for the Committee Meeting on September 20, 1984.

On September 20, 1984, the Committee considered an updated version of Mr. Taylor's report, including comments received to date from the Members of Council. Pursuant to Recommendation 58-84 approved by General Committee on October 3, 1984, and subsequently adopted by Council on October 9, 1984, consideration of the report was deferred to the next meeting of the Committee (October 18, 1984), at which time the duplication of street names in Wards 1, 5 and 9, were to be addressed.

On October 18, 1984, the Committee passed Recommendations 67-84 through 71-84, inclusive, which were approved by General Committee on October 31, 1984, and subsequently adopted by Council on November 5, 1984, paraphrased as follows:

- 67-84      ... subject to the approval of area residents ... First Street between Cawthra Road and West Avenue (Ward 1) be renamed Gordken Road ...
- 68-84      ... feasibility of closing First Street between Second Line West and Pond Street (Ward 9) be referred to Councillor T. Southorn for review with the Meadowvale Village Community Association and a report back ...
- 69-84      ... duplication of Mill Street between Derry Road West and Pond Street (Ward 9) be referred to Councillor T. Southorn for 60 days to allow discussions with the Meadowvale Village Community Association with respect to the suggestion that the street be renamed.
- 70-84      ... duplication of Princess Street within Wards 5 and 9 be referred to Councillors F. McKechnie and T. Southorn for 60 days to allow discussions with local residents with respect to the suggestion that the street in Ward 5 (between Catrrick Street and Hull Street) be renamed.
- 71-84      ... subject to the approval of area residents, River Road between Veronica Drive and Inglewood Drive (Ward 1) be renamed ...

The November and December meetings of the Public Works Committee were cancelled due to a lack of items of business, and this subject was included on the agenda for the meeting held on January 17, 1985.

At the January 17, 1985, meeting, the Committee passed Recommendation 5-85, pursuant to a memorandum from Councillor Kennedy in accordance with Recommendations 67-84 and 71-84, suggesting that First Street between Cawthra Road and West Avenue be renamed Ebony Avenue, and that River Road between Veronica Drive and Inglewood Drive be renamed Old River Road. This recommendation was approved by General Committee on January 30, 1985, and subsequently adopted by Council on February 11, 1985.



At this meeting, the Committee was to consider the duplications of street names within Wards 2, 3 and 9.

By memorandum dated January 21, 1985, Councillor T. Southorn advised that the area residents have confirmed that they would appreciate Tenth Line being renamed Lisgar Trail.

Because of time constraints, on verbal motion by Councillor Cook, the Committee agreed to defer consideration of the duplications of street names within Wards 2, 3 and 9, to the next meeting of the Public Works Committee, scheduled to be held March 21, 1985.

F.02.07  
DEFERRED

14. Letter dated November 14, 1984, from Margaret E. Stuart, 50 Elm Drive East, Apt. 1811, expressing concern with respect to street names in new subdivisions. Ms Stuart suggested that "naming streets for places, people or happenings which are controversial or painful is most unwise ... this is Canada, a land of peace and new beginnings ... any cause for volatile reactions should be avoided".

F.02.07

See Recommendation 29-85 (Councillor Cook)  
RECEIVED

15. Report dated January 2, 1985 from W. P. Taylor, Commissioner of Engineering & Works, with respect to a revision to the City's Walkway Policy. Mr. Taylor advised that this policy, adopted in June, 1980, provides that walkways are "to be located on the driveway side of adjacent lots, and house walls facing walkways be windowless". He advised that numerous complaints have been received from developers, builders, and architects, that the provision that "house walls facing walkways be windowless" is generally too restrictive.

Mr. Taylor explained that when this policy was adopted, it was determined that all walkway fencing should be 6 ft (1.83m) in height instead of the previously acceptable height of 4 ft (1.2m), and that he felt that this fencing height increase, together with the commonly required screen planting, will adequately deal with the previously reported problems of "broken windows" and "reduced privacy." He advised that his Department can support the opinions of the developers, builders and architects and can recommend that the provision be deleted from the policy.

Mr. Taylor recommended:

- (a) That Engineering Standard No. 4 and the Standard Policy with respect to Walkways, adopted pursuant to General Committee Recommendation 736-80 (June 9, 1980), be amended to delete the provision that "house walls facing walkways be windowless".



- (b) That the Building Department be advised that notwithstanding what is indicated in Schedule C of various residential Servicing Agreements, the City will permit windows in house walls that face walkways.

This report had been included on the agenda for the Public Works Committee Meeting of January 17, 1985, and was deferred to this meeting pursuant to Recommendation 6-85, approved by General Committee on January 30, 1985, and subsequently adopted by Council on February 11, 1985.

A.00.02.01, F.06.04.01

See Recommendation 30-85 (Councillor Culham)  
APPROVED

16. Report dated January 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to the illumination of the walkway between Obeck Crescent and Bunsden Avenue, pursuant to a memorandum dated January 14, 1985, from Councillor D. Culham. Mr. Taylor advised that Mr. Norris, 2094 Obeck Crescent, complained to the Councillor about excessive vandalism in the four lots adjacent to the walkway, which is not illuminated to present City Standards.

Further, he advised that pursuant to discussions with Mrs. Norris, she stated that all four adjoining property owners support the installation of a streetlight in the walkway. In this regard, and following a site visit, Mr. Taylor advised that his Department cannot foresee any problems with the walkway lighting affecting the adjacent properties, and that a new streetlight could be installed at the mid point of the walkway for about \$2,000.00. Mr. Taylor recommended:

- (a) That a streetlight be installed at the mid-point of the walkway between Obeck Crescent and Bunsden Avenue.
- (b) That the cost of this installation (estimated to be \$2,000.00) be charged to account 08680-84 (Capital Streetlighting from Current Accounts).

F.02.06.01

See Recommendation 31-85 (Councillor Culham)  
APPROVED

17. Report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Talka Subdivision, requesting that the 3-hour parking limit be rescinded, or that parking permits be issued to permit residents to park in front of their homes. Mr. Taylor advised that the petition covers the following streets (the percentages following the street names reflect the numbers signing the petition):

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%

Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

Further, he advised that the on site parking has been reviewed, with the result that each unit would appear to have at least 2 parking spaces on the unit property, as follows:

- One car in garage and at least one car in a driveway,
- Two car parking space in the front yard of the unit.

He advised that, while the snow conditions during the review made it difficult to assess the actual configuration of parking spaces on some of the lots, based on the overall picture each lot appears to have at least 2 parking spaces on site. The site plan for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Mr. Taylor suggested that some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other, but this situation is not uncommon in other parts of the City.

He detailed the widths of the subject roads, and explained that while the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

Reviewing his report dated February 13, 1984 to the Public Works Committee and subsequently adopted by Council on May 14, 1984, Mr. Taylor confirmed that areas where less than 200% on-site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing, he indicated that he does not favour the development of long term on-street parking in this area, and recommended:

That long term on-street parking not be considered for the following streets within Plan M-209, Talka Subdivision: Andros Boulevard, Kos Boulevard, Zante Crescent, Zante Court, Lefkas Court, Nesdale Court and Ithaca Court.

At the request of Councillor Marland who suggested that a site visit to review the situation would be appropriate, on verbal motion by Christopher Gauer, consideration of this report was deferred to the next meeting of the Public Works Committee, scheduled to be held March 21, 1985.

F.06.04.02

See Recommendation 32-85 (Christopher Gauer)

DEFERRED



18. Recommendation from a report dated February 13, 1984, from W. P. Taylor, Commissioner of Engineering & Works, with respect to on-street parking in residential zones:

That Traffic By-law No. 444-79 be amended to implement long term on-street parking on Inverhouse Drive and Lushes Drive - alternate side long term parking.

Mr. Taylor's report was considered by the Public Works Committee on February 16, 1984, at which time the Committee directed that the report be circulated to all Members of Council for their comments back to the next Committee Meeting, and that a further report be prepared with respect to a procedure to be followed for the renewal of parking permits.

At their next meeting, on April 19, 1984, the Committee reviewed the list of streets on which long term (72 hr) on-street parking would be permitted, and the matter was again deferred.

At their next meeting, on May 17, 1984, the Committee considered an further report dated April 5, 1984, from Mr. Taylor, pursuant to which Recommendations 16-84 and 17-84 were passed, approved by General Committee on May 30, 1984, and subsequently adopted by Council on June 11, 1984, implementing long term on-street parking on specific streets, permitting overnight parking on specific streets, and developing an experimental program of permit parking on a portion of Williamsport Drive.

The recommendation in Mr. Taylor's February 13, 1984, report, had been deferred to allow Councillor Marland an opportunity to arrange meetings with the Executives of Peel Condominium Corporations 69 (915 Inverhouse Drive) and 98 (965 Inverhouse Drive). By memorandum dated August 1, 1984, Councillor Marland advised that both Peel Condominium Corporations had alternative suggestions and did not agree with Mr. Taylor's recommendations:

PCC 69: while the Corporation does not object in principle, there is concern about parking on the east side, specifically with respect to snow clearance and possible blocks of the driveways to Units 1 - 8, and it is their suggestion that parking on the west side of the street may be a better idea.

PCC 98: present method of parking is more than adequate, any change would only increase the possibility of serious accidents.

This matter had not been included on an agenda since May 17, 1984.

At the request of Councillor Marland, Christopher Gauer moved that no action be taken to implement long term parking on these streets.

F.06.04.02, C.03.03

See Recommendation 33-85 (Christopher Gauer)



19. Report dated June 8, 1984, from W. P. Taylor, Commissioner of Engineering & Works, with respect to long term on-street parking on Barsuda Drive, pursuant to a petition from residents of the townhouses on this street. Mr. Taylor advised that there are 232 off-street parking spaces (123%) to serve the total 189 units in the townhouses numbered 2020, 2025, 2030, 2054, 2055, 2056 and 2077 Barsuda Drive. He explains that this is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units, and suggested long term on-street parking would seem appropriate.

Mr. Taylor advised that while staff recommend that the west side be designated for long term parking with a maximum limit of 72 hrs between a point opposite the north limit of number 2077 Barsuda Drive and 15m north of Ambridge Court, alternate side parking is not recommended on the east side of the street due to the curving of the road and the park.

Since parking can only be allowed on one side of the street if 2-way traffic flow is to be maintained, and since parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court, minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west.

Mr. Taylor recommended:

- (a) That long term on-street parking be permitted up to a maximum period of 72 hrs on the west side of Barsuda Drive from a point opposite the north limit of 2077 Barsuda Drive and a point 15m north of Ambridge Court.
- (b) That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
- (c) That a by-law be passed to amend Traffic By-law 444-79, as amended, in this regard.

At its meeting on August 8, 1984, the Committee passed Recommendation 37-84, approved by General Committee on August 13, 1984, and subsequently approved by Council on August 15, 1984, deferring consideration of this report to a future meeting of the Public Works Committee, to allow Councillor Marland to discuss the recommendation with the residents.

This matter had not been included on an agenda since August 8, 1984.

At the request of Councillor Marland, Christopher Gauer moved approval of the report as amended in Part (a) to provide that long term on-street parking is permitted on the west side of Barsuda Drive from a point opposite the north limit of 2077 Barsuda Drive and a point 50m (rather than 15m) north of Ambridge Court.

F.06.04.02

See Recommendation 34-85 (Christopher Gauer)

20. Traffic Signals

At the General Committee Meeting held on October 17, 1984, Councillor F. McKechnie requested that the entire matter of traffic signals throughout the City be referred to the Public Works Committee, with particular emphasis on unwarranted traffic signals when the entire cost has been borne by the developer.

On verbal motion by Councillor Cook, this matter was deferred to the next regular meeting of the Public Works Committee scheduled to be held March 21, 1985, at which time it is hoped that Councillor McKechnie will be well enough to attend.

J.05.84043

DEFERRED

21. Letter dated November 6, 1984, from A. R. Williamson, with respect to criteria for the installation of traffic lights. Mr. Williamson advised that with the installation of the signals at the intersection east of Mavis Road on Burnhamthorpe Road, there will be 28 sets of lights within the 10 miles between the Credit Woodlands and his office on the East Mall, a situation which he views to be "excessive" and he "despair(s) of being able to get to work in a reasonable time".

He suggested that with the continuing development, more traffic will be travelling on Burnhamthorpe Road, and that the elimination of some traffic lights will help speed passage along that road. He also suggested that "the time has come for more stringent criteria to be applied before permission is given for extra traffic lights to be installed".

F.06.02

See Recommendation 35-85 (Councillor Cook)

RECEIVED

22. Report dated January 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to pedestrian "Walk" timings at traffic control signals, pursuant to concern expressed at the Council Meeting of October 22, 1984, that there is generally insufficient time for pedestrians to cross the roadway on the "Walk" indication.

Mr. Taylor advised that The Highway Traffic Act provides that a "Walk" indication on the pedestrian signal head allows the pedestrian to enter the intersection only and the pedestrian is to clear the intersection on the combination of the "Flashing Don't Walk" and "Solid Don't Walk" signal indications. Further, the Act also states that a pedestrian having legally entered the intersection on a "Walk" has the right-of-way for the duration of the crossing but that the pedestrian has the responsibility of completing the crossing without undue delay.



He advised that the "Walk" and "Flashing Don't Walk" timing is calculated individually for each and every signalized intersection and is influenced by the various intersection widths, and explains the present formula in calculating this timing.

Further, he advised that the present method of calculating pedestrian timing is considered desirable by this Department - the "Walk" indication clearly defines to the pedestrian to proceed, the "Flashing" and "Solid Don't Walk" displays provide the necessary clearance period much the same as the amber and all red clearance intervals do for vehicles.

A review of accident records indicates that only 1 pedestrian has been involved in an accident at a traffic control signal under the jurisdiction of the City of Mississauga in the past 2-year 8-month period. This was an eight-year old child who tried to cross on an amber signal and against the "Don't Walk" display. No charges had been laid in this instance according to the Police report.

He explained his Department responds to a number of calls with regard to this matter, and that once the operation has been explained, (including the fact that the push buttons, where available must be pressed to bring up the "Walk" indication) a favourable reaction is generally received. He further advised that his Department endeavours to publicize the pedestrian signal operation through various media.

He concluded that the present pedestrian operation is achieving both safety and efficiency at all traffic control signal locations and suggested that more publicity is needed to create an understanding by the general public. Mr. Taylor recommended:

- (a) That the present practice of the Engineering & Works Department to calculate pedestrian "Walk" and "Don't Walk" timing at Traffic Control Signals within the City of Mississauga continue to be utilized.
- (b) That the Engineering & Works Department continue to publicize the operation of the pedestrian control signals within the City of Mississauga with any means available.
- (c) That the Ministry of Transportation and Communications for Ontario be requested to provide greater publicity towards the pedestrian actuated operation of traffic control signals in Ontario.

F.06.02

See Recommendation 36-85 (Christopher Gauer)  
APPROVED



23. Letter dated January 21, 1985, from Allied Chemical, enclosing an newspaper advertisement advocating the use of calcium chloride for winter road maintenance in Ontario. The letter invited comments.

Mr. Taylor advised that the use of calcium chloride is cost prohibitive at this time and suggested that the letter be received for information.

F.05.03.01

See Recommendation 37-85 (Councillor Cook)

RECEIVED

24. Display by the Association of Professional Engineers of Ontario at Square One during the the exposition called "Engineering in the Community" to be held at Square One, Mississauga, on March 28, 29 and 30, 1985.

Mr. Taylor suggested that no action be taken with respect to this matter as the deadline has long since passed.

F.01.01

NO ACTION

25. Summary of Unfinished Business relating to the Public Works Committee as of February 18, 1985.

A.03.04.06

See Recommendation 38-85 (John Rogers)

RECEIVED

26. Letter from Paul Roszel, Northern Recycling Systems, detailing a proposal for the recycling of newsprint, glass and cans, as an annual cost of \$1.00/capita.

See Recommendation 39-85 (Councillor Cook)

RECEIVED

27. Memorandum dated February 19, 1985, from Councillor R. Skjarum, to W. P. Taylor, Commissioner of Engineering & Works, requesting that the 72-hour parking permitted on Winding Trail west of Dixie road (pursuant to By-law 101-85) be discontinued immediately. Councillor Skjarum advised that he has received many complaints from homeowners in the area that the municipality has "gone too far in allowing unlimited parking for these townhouses ... we are not grating any special concession to them if they have a parking problem ... snow removal is next to impossible with all the cars parking in front of the townhouses". Attached to the memorandum was a letter dated January 31, 1985, from the Applewood Hills Homeowners Association in this regard.

Mr. Taylor advised that to eliminate the extended parking is only a matter of housekeeping at this time, the signs have not been posted, and it will be necessary only to repeal By-law 101-85.

At the request of the Chairman, Councillor Skjarum, Christopher Gauer moved that By-law 101-85 be repealed.

F.06.04.02

See Recommendation 40-85 (Christopher Gauer)

28. Report dated February 14, 1985, from W. P. Taylor, Commissioner of Engineering & Works, in response to a request by Councillor D. Culham that the level of service for plowing and sanding on Medhat Drive, together with the walkway from Stavebank Road to Isabella Avenue, be increased. Mr. Taylor advised that the section of sidewalk is not within the guidelines as approved by Council as a priority route, and that a number of children are using this roadway rather than the priority sidewalk on the east side of Stavebank Road. He recommended:
- That the sidewalk plowing and sanding service level on Medhat Drive not be upgraded as the sidewalk on Isabella Avenue and Stavebank Road are priority routes and serve the same need as requested for Medhat Drive.

This issue was considered during the discussions of Item 3, and the recommendation supported by the Councillor.

NOTE: See Items 2, 3, 4 and 29

F.05.03.02

See Recommendation 41-85 (Councillor Culham)

APPROVED

29. Report dated February 20, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to sidewalk snow plowing, in accordance with the direction of Council at its meeting on February 11, 1985, referring this entire matter to the Commissioner for a report to this Committee (Request for Report 41-85). Mr. Taylor advised that in 1979, Council considered the implementation of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner; however, it was the decision at that time that no by-law be passed and that sidewalk clearing be undertaken on a priority basis, i.e. main arterial roads, neighbourhood collectors, sidewalks adjacent schools, transit routes, old age homes, hospitals, etc.

He confirmed that the priority route program has been reviewed each year to determine any streets which should be added, and that it is his opinion that the policy has worked reasonably well and there would not appear to be any reason to expand the program on a City-wide basis.



With respect to costs, he advised that accurate estimates are extremely difficult to calculate, recognizing that this is dependent on how much snow falls in any given year. He confirmed that the cost is entirely borne by the municipality in that sidewalk snowclearing is not subsidizable. However, in 1983/84, an average season, the actual costs were \$200,000.00 (budgeted cost was \$227,000.00). The expenditures from January 1, 1985, are approximately \$230,000 (costs prior to January 1 are reflected in the 1984 budget). Assuming that \$230,000.00 is an average expenditure, costs would be \$650,000.00 if all sidewalks in the municipality were plowed.

With respect to the cost of damage to lawns, again expenditures fluctuate depending on whether sod is frozen or not, however \$10,000.00 to \$15,000.00 is reasonable.

If a by-law were passed placing the responsibility of sidewalk snowplowing with the adjacent property owner, enforcement would be the jurisdiction of the Building Department (By-law Enforcement Section) and any report on costs should be prepared by the Commissioner of Building.

Mr. Taylor concluded that expansion of the program to cover all sidewalks in the City would be a poor investment, especially having regard for the Current Budget, recommended:

- (a) That the City of Mississauga continue with its present policy with respect to clearing snow from sidewalks on a priority system, and that the sidewalks to be plowed continue to be reviewed annually by the Public Works Committee.
- (b) That consideration of the implementation of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner, be discussed at a future Public Works Committee meeting prior to the 1985/86 winter season.

It was the general feeling of this Committee, that all Members of Council should be present and participate in the discussion of a matter such as this, and consequently on verbal motion, this item was deferred to the next regular Committee meeting to be held March 21, 1985.

NOTE: See Items 2, 3, 4 and 28

F.05.03.02

See Recommendation 42-85 (Councillor Culham)  
DEFERRED



30. Report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to holiday garbage collection, pursuant to a memorandum from Mayor H. McCallion. Mr. Taylor advised that the garbage collection contract stipulates that should a collection day follow on a statutory holiday, the collection shall be made the day following, and that the contractor is to advise the public of holiday collection changes by suitable advertisements in 3 major newspapers and 4 local newspapers on 2 occasions prior to the holiday, subject to the approval of the Commissioner.

With respect to the problem during the Christmas season in 1984, it would appear that residents made incorrect assumptions, nor were the newspaper advertisement effective. Mr. Taylor suggested the Committee discuss any changes desired for the new contract in 1985. He recommended:

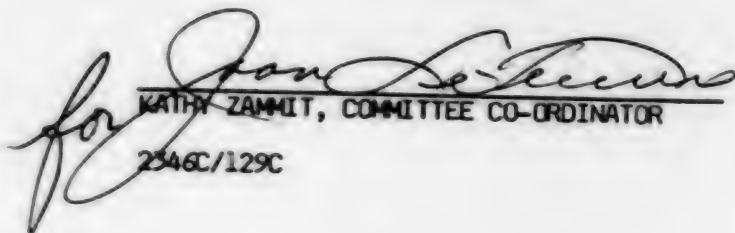
That the report dated February 15, 1985 from W. P. Taylor, Commissioner of Engineering and Works, with respect to holiday garbage collection, be received.

F.05.04.01

See Recommendation 43-85 (John Rogers)  
RECEIVED

RECOMMENDATIONS: As per Report No. 2-85

ADJOURNMENT: 12:15 pm

  
KATHY ZAMMIT, COMMITTEE CO-ORDINATOR  
2346C/129C

REPORT NO. 2-85

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its second report and recommends:

- 18-85 (a) That the deputation by the Mississauga Clean City Campaign to the Public Works Committee at its meeting on February 21, 1985 with respect to a request for a grant in the amount of \$50,000.00, be received.
- (b) That the Mississauga Clean City Campaign be requested to submit to General Committee prior to March 1, 1985, a detailed breakdown of their proposals with respect to their \$50,000.00 grant request.
- (c) That Councillor R. Skjarum act as a liaison between the Mississauga Clean City Campaign and the Region of Peel in pursuing a grant in the amount of \$20,000.00.

A.03.04  
J.07.02.01  
(38-18-85)

- 19-85 That the deputations by Mr. Patrick Crowther and Mrs. Kathy Martin, representing the Canadian National Institute for the Blind (CNIB) and Mr. Ron LeDuc, representing the March of Dimes, to the Public Works Committee at its meeting on February 21, 1985, with respect to sidewalk snowplowing, be received.

F.06.03.02  
(38-19-85)

- 20-85 That the level of service for sidewalk snowplowing and sanding be increased on the following streets and those streets added as priority sidewalk routes for winter maintenance:

- (a) Jaguar Valley Drive  
(b) Parthia Crescent (one side) from Flagship Drive to Tasmania Drive  
(c) Karenza Road from Sandgate Crescent to Chalkwell Close  
(d) Tredmore Drive  
(e) Wolfedale Road between Queensbridge Drive and Burnhamthorpe Road  
(f) Perivale Road South of Rathburn Road  
(g) Pathfinder Drive  
(h) Corsair Road  
(i) North Service Road from Sherobee Road, easterly to the terminus of the sidewalk  
(j) Chantenay Drive

F.05.03.02  
(38-20-85)

February 21, 1985

- 21-85 That the following names be placed on the Region of Peel list of reserved street names as being available for selection by developers or the municipality:

ANDROMEDA  
AQUARIUS  
GEMINI  
POLARIS  
VEGA

F.02.07  
(38-21-85)

- 22-85 (a) That the Planning Management Group Limited be advised that the following names are approved for use in proposed plan of subdivision T-82031, Milac Holdings Limited (north side of Dundas Street West, west of Mavis Road):

FAIRVIEW ROAD WEST  
DRAGON DRIVE  
LATVIA  
ALMART  
BANAS  
CLARINET  
LANDVIEW

NANAK  
LUZON  
UKRAINE  
LONGSIDE  
REDMOND  
SHETLAND  
SLIPSTREAM

- (b) That previous approval of the street name LECH WALESA DRIVE be rescinded.

F.02.07  
T-82031  
(38-22-85)

- 23-85 That Paracon Group be advised that the following names are approved for use in proposed plan of subdivision T-80036 (north-west corner of Creditview Road and Britannia Road):

TILLSDOWN DRIVE  
NEWGREEN CIRCLE  
HARSMERE LANE  
HOLYWELL AVENUE  
LOGANDALE WAY  
ROXBURY ROAD  
SIR MONTY'S DRIVE  
STONEHAM ROAD  
ST. IVES COURT

F.02.07  
T-80036  
(38-23-85)



- 24-85 That Traders Associates be advised that the name CANITAL is approved for use within proposed plan of subdivision T-83026 (north side of Eglinton Avenue between Highway 10 and Kennedy Road).
- F.02.07  
T-83026  
(38-24-85)
- 25-85 (a) That Councillor D. Cook be advised that the name SUMMERVILLE is approved for use within the lands under rezoning application Oz-24-84, Runnymede Development Corporation (between Dundas Street East and the Etobicoke Creek, west of Southcreek Road).
- (b) That the name SOMERVILLE be deleted from the Region of Peel list of reserved street names.
- F.02.07  
Oz-24-84  
(38-25-85)
- 26-85 That the name GRAFTON WAY be approved for use in proposed plan of subdivision T23795, Carma Developers Ltd. (north side of Derry Road between Highway 410 and Tonken Road).
- F.02.07  
T-23795  
(38-26-85)
- 27-85 (a) That VOYAGER DRIVE be renamed ORBITOR DRIVE, and that the street be double-signed for a period of one year.
- (b) That, immediately upon registration of proposed plan of subdivision T-79038, Baif Developments Ltd. (north side of Eglinton Avenue East, west of Renforth Drive), INTERNATIONAL BOULEVARD be renamed COMMERCE BOULEVARD.
- F.02.07  
M-533  
T-79038  
(38-27-85)
- 28-85 (a) That the name RIDGEWAY DRIVE be approved for use in proposed plan of subdivision T-81018, Erin Mills Development Corporation (north side of Dundas Street between Winston Churchill Boulevard and Highway 403).
- (b) That the name RIDGEWAY DRIVE be applied to all other portions of the proposed roadway lying between Dundas Street West and Eglinton Avenue West, shown as 'A' on the sketch attached to the report dated February 8, 1985, from the Commissioner of Engineering & Works.

28-85 continued...

- (c) That, subject to confirmation as to the acceptability from the Ward Representative, Councillor T. Southorn, Tenth Line be renamed LISGAR TRAIL in its entirety, shown as 'B' on the sketch attached to the report dated February 8, 1985, from the Commissioner of Engineering & Works, and that the street be double-signed for a period of one year.

F.02.07  
T-81018  
(38-28-85)

- 29-85 That the letter dated November 14, 1984 from Margaret E. Stuart, 60 Elm Drive East, Apt. 1811, with respect to street names in new subdivisions, be received.

F.02.07  
(38-29-85)

- 30-85 (a) That Engineering Standard No. 4 and the Standard Policy with respect to Walkways, adopted pursuant to General Committee Recommendation 736-80 (June 9, 1980), be amended to delete the provision that "house walls facing walkways be windowless".
- (b) That the Building Department be advised that notwithstanding what is indicated in Schedule C of various residential Servicing Agreements, the City will permit windows in house walls that face walkways.

A.00.02.01  
F.06.04.01  
(38-30-85)

- 31-85 (a) That a streetlight be installed at the mid-point of the walkway between Obeck Crescent and Bunsden Avenue.
- (b) That the cost of this installation (estimated to be \$2,000.00) be charged to account 08680-84 (Capital Streetlighting from Current Accounts).

F.02.06.01  
(38-31-85)

- 32-85 That the report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Plan M-209, Talka Subdivision, requesting on-street permit parking, be deferred to the next regular meeting of the Public Works Committee scheduled to be held March 21, 1985.

F.06.04.02  
(38-32-85)



- 33-85 That long term on-street parking not be implemented on Inverhouse Drive and Lushes Avenue.

F.06.04.02  
C.03.03  
(38-33-85)

- 34-85 (a) That long term on-street parking be permitted up to a maximum period of 72 hrs. on the west side of Barsuda Drive from a point opposite the north limit of 2077 Barsuda Drive and a point 50m north of Ambridge Court.
- (b) That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
- (c) That a by-law be passed to amend Traffic By-law 444-79, as amended, in this regard.

F.06.04.02  
(38-34-85)

- 35-85 That the letter dated November 6, 1984, from A. R. Williamson, 3618 Burnbrae Drive, with respect to criteria for the installation of traffic lights, be received.

F.06.02  
(38-35-85)

- 36-85 (a) That the present practice of the Engineering & Works Department to calculate pedestrian "Walk" and "Don't Walk" timing at Traffic Control Signals within the City of Mississauga continue to be utilized.
- (b) That the Engineering & Works Department continue to publicize the operation of the pedestrian control signals within the City of Mississauga with any means available.
- (c) That the Ministry of Transportation and Communications for Ontario be requested to provide greater publicity towards the pedestrian actuated operation of traffic control signals in Ontario.

F.06.02  
(38-36-85)

- 37-85 That the letter dated January 21, 1985, from Allied Chemical, enclosing an newspaper advertisement advocating the use of calcium chloride for winter road maintenance in Ontario, be received.

F.06.03.01  
(38-37-85)



- 38-85 That the Summary of Unfinished Business relating to the Public Works Committee as of February 18, 1985, be received.  
A.03.04.06  
(38-38-85)
- 39-85 That the submission from Northern Recycling Systems to the Public Works Committee at its meeting on February 21, 1985, with respect to a proposal for the recycling of newsprint, glass and cans, be received.  
A.04.03  
(38-39-85)
- 40-85 That a by-law be enacted to repeal By-law 101-85, being a by-law to amend Traffic By-law 444-79, as amended, to implement on-street parking on Winding Trail.  
F.06.04.02  
(38-40-85)
- 41-85 That the sidewalk snowplowing and sanding service level on Medhat Drive not be upgraded.  
F.06.03.02  
(38-41-85)
- 42-85 That the report dated February 20, 1985 from W. P. Taylor, Commissioner of Engineering and Works, with respect to the policy regarding winter maintenance of sidewalks, be deferred to the next regular meeting of the Public Works Committee scheduled to be held March 21, 1985.  
F.06.03.02  
(38-42-85)
- 43-85 That the report dated February 15, 1985 from W. P. Taylor, Commissioner of Engineering and Works, with respect to holiday garbage collection, be received.  
F.05.04.01  
(38-43-85)